GOODING MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

NARRATIVE REPORT

2008-2028

RIEDESEL
ENGINEERING, INC.

Engineering
Planning
Surveying &
Construction Services

GOODING MUNICIPAL AIRPORT
AIRPORT LAYOUT PLAN
NARRATIVE REPORT

ACKNOWLEDGMENTS

The Gooding Municipal Airport Layout Plan was developed as a cooperative effort with the following groups:

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AIRPORT LAYOUT PLAN -2008
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Introduction

Gooding Municipal Airport is a vital part of the Idaho airport system and is an integral component of the transportation infrastructure for the region.

In general, this Airport Layout Plan addresses and updates the previous ***Airport Layout Plan Update Final Report*** completed in December 1995 by CH2M Hill. Existing conditions pertaining to the Gooding Municipal Airport and its environs have also been analyzed and updated. This Airport Layout Plan is focused on the planned growth of the airport facilities to accommodate future demands for a planning period, which uses historic data through 2008 and projects activity through 2027. The requirement for future facilities will be evaluated not only from the standpoint of aviation needs, but also from the standpoint of the relationship of airport facilities to the surrounding land uses and the community as a whole.

Objectives of this Airport Layout Plan include:

- *A schedule of airport improvements correlated with an identified volume of activity or level of service which would mandate action to accomplish the needed improvement;*
- *A realistic and workable Capital Improvement Program (CIP) that identifies items necessary to maintain/expand airport facilities;*
- *Revised Airport Layout Plan (ALP) drawings that graphically depict existing conditions at the airport as well as proposed capital improvements;*
- *Identification of the fleet mix of general aviation aircraft expected to use the airport over the 20-year planning period (2008-2027).*

1.1 GENERAL

In order to complete a full assessment of the airport and its future needs, all factors must be studied which may have an effect, either positive or negative, on airport development, operations, and operational costs. The first step in the Airport Layout Plan process is the collection of pertinent data relating to the Gooding Municipal Airport and its surrounding environment.

The data includes information about the community, the natural and physical environment, and the airport facilities. Information for the existing airport and surrounding area was collected through site visits and public meetings, review of existing studies, conversations with airport personnel, the airport tenants and users, the FAA, state and federal agencies, and other knowledgeable sources.

Gooding County is located in south central Idaho between Twin Falls County and the Snake River to the south and Camas County to the north. (**Figure 1-1**). Gooding County encompasses approximately 730 square miles and serves four incorporated communities; the Cities of Gooding, Wendell, Hagerman, and Bliss. The physical features of Gooding are of a high desert area containing rich agricultural areas irrigated by canals and rivers. The lands of the county are approximately 75% rural with 51 percent federally owned, 4.3 percent state owned, 0.2 percent city and county owned and 44.5 percent privately owned lands. The region contains portions of the Snake River and Malad River, and other natural resources such as the Hagerman Fossil Beds and the Thousand Springs which flow into the Snake River.

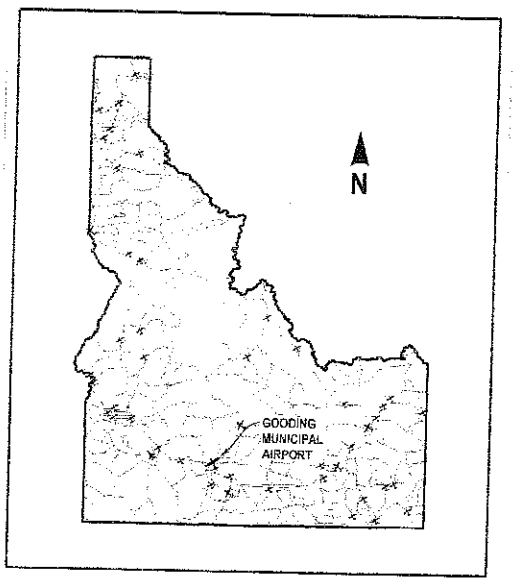


Figure 1-1 Location Map

Gooding Municipal Airport is located approximately three road miles west of the City of Gooding along State Highway 26. The mean maximum daily temperature recorded from the years of 1909 to 1997 for Gooding occurs in July and is 90.8 degrees. The average daily minimum temperature is 15.9

degrees and occurs in January. The total average annual precipitation is 10.49 inches, with the highest amounts occurring in the spring months.

The economic stimulus for the early growth of Gooding came from the rich agricultural lands that drew numerous settlers to the region and from that time to today the economy is heavily dependant on the agricultural industry. However recreation and tourism are emerging sectors. Private land in the county is used for crop production, livestock /diaries and residential development.

The City of Gooding is one of four cities within Gooding County and is the county seat and located central-east region of the county. In 2005, the City had a population of 3,320 and the county population was estimated at 14,461.

In the region surrounding Gooding County are two national forests, three state parks, and numerous other recreational areas and activities. The main employers for Gooding County and the region are Glanbia Foods (diary products), Clear Springs Foods (fish), Gooding, Bliss, Wendell, and Hagerman School Districts (education), Gooding County Hospital (medical), Kieffer Built Trailers, Walker Center, Land O' Lakes, Lansing Grain, the Idaho State School for the Deaf and Blind, and Gooding County (government services). The per capita personal income in 2005 was $31,028 with 2.69 persons per household. In the County, the median value of owner occupied housing in 2000 was $82,500 with a home ownership rate of 72.3%.

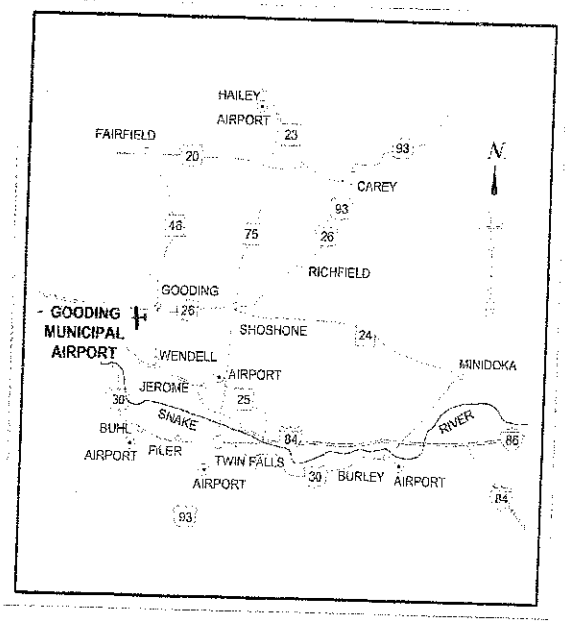


Figure 1-2, Vicinity Map

Gooding County is bordered by five other counties that residents are able to access by Interstate Highway 84 and US Highways 26, 30, and 46. These highways access major communities in the region such as the City of Twin Falls, City of Jerome, City of Shoshone, and the cities of Wendell and Buhl to the south. The surrounding counties are; Camas County to the north, Elmore County to the west, Jerome County to the southeast, Lincoln County to the east, and Twin Falls County to the south.

High desert terrain with areas of cultivated and irrigated land describe the area in Gooding County. The Snake River acts as a border between Twin Falls County and Gooding County with the Snake River Canyon area having rich agricultural land and numerous scenic attractions.

The Gooding Municipal Airport is the only publicly owned and operated airport in Gooding County and serves general aviation air traffic activity. The nearest airfields to the Gooding Municipal Airport are Jerome County and Glenns Ferry Airport, both located beyond 20 miles and do not conflict with aviation activities at the Gooding Municipal Airport.

Originally, the Gooding Municipal Airport was a US Army Air Corps airfield that was established in 1942 and then granted to the City of Gooding after the Second World War. The military built three 150 foot wide runways in a triangular configuration. At this time only one of the runways is utilized. Runway 07/25 was formed out of the northern edge of the triangle and is presently 4,735 feet long by 75 feet wide and asphalt surfaced. Today the Gooding Municipal Airport is used by a variety of general aviation aircraft that include: helicopters, ultralights, single and multi-engine piston aircraft, private jets, and corporate jets.

1.2 AIRPORT FACILITIES

Airport Location

Gooding Municipal Airport is located three miles west of the City of Gooding, on approximately 720 acres owned by the City of Gooding. The Latitude and Longitude listed in the FAA Digital Airport/Facilities Directory for the Gooding Municipal Airport is 42° 55.03' N / 114° 45.91' W. The elevation is 3732 feet mean sea level (MSL). Access to the airport can be gained from U.S. Highway 26 which is located approximately 0.4 mile north of the airport.

The airport is a general aviation airport with an airport reference code (ARC) of B-II, based upon present usage. The airport users include private pilots, charter services, business/corporate users, agricultural spray operators, emergency medical services, federal agencies (USFWS, BLM, etc.) and other general aviation types of operations. Types of aircraft which generally operate in and out of Gooding Municipal Airport are usually small single-engine aircraft. However, multi-engine aircraft, jets, helicopters, and occasionally ultralights all utilize the airport facilities. There are presently 77 based aircraft which include 66 single-engine aircraft, 3 multi-engine aircraft, 4 jet aircraft, 2 ultralights, and 2 helicopters. Total annual aircraft operations reported in the FAA Facilities Data information is 20,706 as of 2008.

Gooding Municipal Airport aircraft operations are conducted primarily under VFR flight rules. However, an NDB (non-directional beacon) provides non-precision approach ability to Runway

25. Pilots operating in the vicinity of Gooding Municipal Airport monitor a common radio frequency of 122.8. This common traffic advisory frequency (CTAF) is used to identify other aircraft operating at the airport and other advisory applications as needed for an uncontrolled airport.

The physical location of the Gooding Municipal Airport provides unobstructed approaches to its runway ends. The only navigational concern is a county gravel road located in the approach area to Runway 07 on the airport's west property line.

Runways and Taxiways

The airport has one runway, Runway 07/25, which is 4,735 feet long and 75 feet wide with a general east-west heading. The airport has a parallel taxiway which extends to the ends of the runway with four access points onto the runway. One at each end and two center access points; one approximately 1,990 feet from the threshold of Runway 25, and the second access is approximately 2,110 feet from the threshold of Runway 07. An aircraft parking apron is located about midpoint of the runway and north of the taxiway.

The runway is constructed of asphalt pavement with a design strength of 12,500 pounds single wheel gear (SWG). This pavement strength is consistent with the required design weight of most general aviation aircraft utilizing the airport; however it is minimal for the larger aircraft such as business jets and multi-engine aircraft that operate at the airport. Future capital improvement plans include reconstruction and extension of Runway 07/25 in which design criteria will include required weight regulations addressing the business jet fleet and other general aviation multi-engine aircraft. Idaho Division of Aeronautics Pavement Condition Index (PCI) Report indicates the pavement rating for the Runway is 64, which is "Good". The actual field inspection was conducted in November of 2007 with the last construction completed in August 1989.

The Idaho Division of Aeronautics' listed PCI rating for the taxiway ranges from 84, which is in "Very Good" condition, to 100, which is "Excellent".

Building Areas

The building area is located on the north side of the runway and taxiway. The buildings east of the entrance road include: seven group hangars, one government services hangar, 1 agricultural spray operations hangar, a pilot/community center, and the FBO hangar. Buildings west of the entrance road include one group hangar and four individual hangars. The larger hangers are mainly "T" hangers containing six spaces for aircraft. There has been interest in additional hangar space that can be accommodated through development to the east and west of existing hangar facilities.

Apron and Tiedown Area

The aircraft parking apron is asphalt pavement totaling approximately 142,000 square feet that includes space for tiedowns, maneuvering, taxiing, and fueling. A total of 16 tiedowns are provided on the apron. The apron pavement PCI rating in November 2007 was 46 for section 01, which is "Fair". Section 02 is rated at 97, which is "Excellent". Reconstruction work was done on Section 02 in 1997 and the last rehabilitation work on Section 01 was listed as occurring in 1978.

Fixed Base Operators

High Range Aviation is the FBO at the Gooding Municipal Airport that provides aircraft fueling services and major airframe and powerplant maintenance. Aircraft fuels offered by the FBO are 100LL (8,000 gallons) and Jet A (8,000 gallons) that are stored in underground fiberglass tank facilities. Other businesses that operate at the airport include: Morrow Aviation (flight instruction), Thomas Helicopters (BLM seeding, charter, and ag spraying), Single Stitch (aircraft interiors and upholstery), Jim Kerner (ultralight sales), and the U.S. Fish and Wildlife Services (animal damage control). The Idaho Transportation Department provides a courtesy car for use by itinerant airport users.

Access Roads and Auto Parking

The existing transportation system in the vicinity of the Gooding Municipal Airport and the City of Gooding consists of one federal highway (US Highway 26), State Highway 46, and Interstate 84. These are major routes easily accessible in the area and provide access to the City of Gooding from major population centers. Gooding Municipal airport is located approximately three road

miles from the City of Gooding and accessed by a paved local county road connected to US Highway 26, with the airport located south of the highway.

Airport users generally park their vehicles in the vicinity of the hangers. At the time of this writing, it is not a safety hazard or space issue. However, in the future when security fencing is installed and new hangers are built, automobile parking will be an issue that will need to be addressed in project planning.

Airport Maintenance Equipment

The City of Gooding provides the general airport maintenance and snow removal on an as needed basis utilizing city owned equipment and employees.

Approaches, NAVAIDS and Airspace

Gooding Municipal Airport aircraft operations are conducted primarily under VFR flight rules; however, an NDB (non-directional beacon) provides non-precision approach ability to Runway 25. Pilots operating in the vicinity of Gooding Municipal Airport monitor a common radio frequency of 122.8. This common traffic advisory frequency (CTAF) is used to identify other aircraft operating at the airport and other advisory applications as needed for an uncontrolled airport.

The Gooding Municipal Airport is not equipped for precision instrument approaches to the runway, but does have a non-precision instrument (NPI) approach to Runway 25 using the Steelhead non-directional beacon (NDB) located approximately 4 miles east of the airport. The approach to Runway 25 also has a GPS (global positioning system) overlay. Neither runway approach is equipped with any visual approach guidance systems for assisting pilots with nighttime landings Runway 07/25 is marked with nonprecision runway markings and is lighted by medium intensity runway lights (MIRLs), with radio controlled lighting intensity.

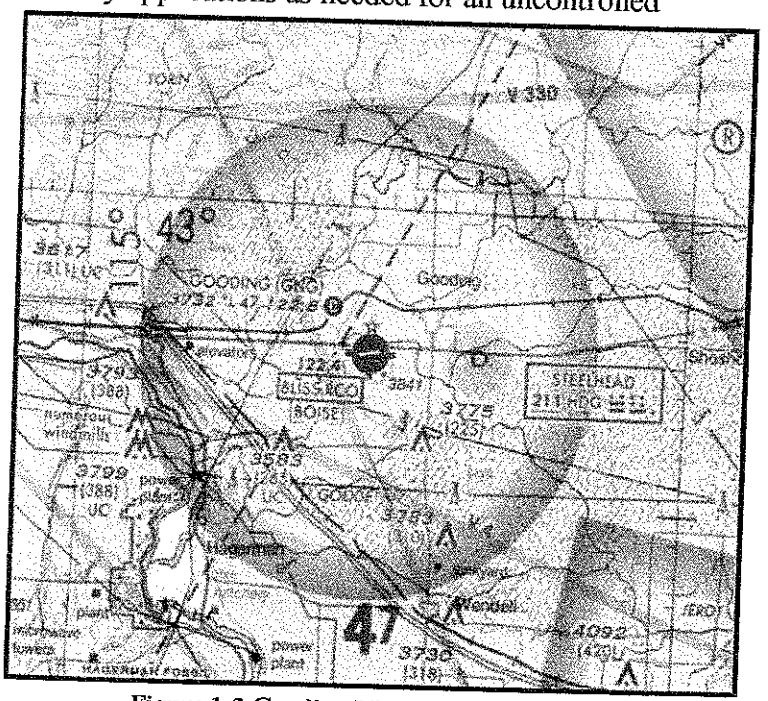


Figure 1-3 Gooding Municipal Airport Airspace

Airspace in the State of Idaho is controlled by two Air Route Traffic Control Centers (ARTCC). The Great Falls ARTCC controls northern half of Idaho airspace, and the Salt Lake City ARTCC controls the southern portions of Idaho airspace. Gooding Municipal Airport is located within the Salt Lake City ARTCC jurisdiction. The nearest significant navaid is the VORTAC at Twin Falls. A VOR-DME is located at Burley, and two other VORTAC installations in southern Idaho are located in Boise and Mountain Home. **Figure 1-3** shows the airspace in the vicinity of the Gooding Municipal Airport.

Utilities

Water, electricity, and telephone are available at the Gooding Airport. Water is supplied by a single well, and the sewage disposal is accomplished through the use of individual septic tanks and drain fields on site. Electricity and telephone services are provided by the local public utility providers.

Fencing

The Gooding Municipal Airport is approximately 90% fenced with four strand barbed wire and "T" posts. Fencing on the north and south sides of the airport is complete. Boundary lines at the west of the end of the runway and a north/south boundary west of the access road are unfenced.

1.3 ZONING AND LAND USE

Development in the general vicinity of the Gooding Municipal Airport has been insignificant with the predominate land use consisting of agricultural activities. Grazing land is located in the immediate vicinity and in every direction from the airport. Several widely scattered farms in the general vicinity of the airport do not conflict with or interfere with the operational capabilities of the airport. The Gooding County Zoning Map indicates the zoning control around the airport is agricultural, and the Airport Zoning Ordinances can be found in the Gooding County Planning and Zoning Sections. Copies of the Gooding County Zoning Map and of the Planning and Zoning Ordinances can be found in Appendix A.

Chapter Two

Forecasts

2.1 GENERAL

The purpose of aviation forecasts is to indicate the relative timing for airport improvements. The goal is to forecast the different elements of aviation demand, compare those demands over a period of time with the capacity of an airport's various facilities and to identify the point at which new or expanded airport facilities may be necessary. When this basic approach is integrated into a continuous master planning process, during which actual aviation activity is compared with previously forecasted demand for that period, the future forecasts can be updated to reflect the appropriate time for phasing of capital investments.

If investments are made too early because of an overly optimistic forecast of growth in aviation activity, premature capital costs and unnecessary operating expenses can be incurred and more efficient uses of the investment capital can be lost. If investments are made too late because of underestimation of aviation growth, lost revenues, inconvenience, and a loss of economic benefits for the community can be substantial.

The forecast is not an absolute, but rather an indicator of aviation trends based upon past and current events. This study forecasts aviation activity for the 5-, 10-, and 20- year time frames. The degree of uncertainty in any forecasting methodology tends to be more pronounced when the forecasting period is longer, and more accurate for the short-term.

To develop the aviation forecasts, an analysis of the demographics and economics for the City of Gooding and Gooding County were made. In addition to the demographic and economic analysis a review was made of historic aircraft operations, based aircraft, and existing aviation forecasts. Existing aviation forecasts include the, 1995 Airport Layout Plan, the FAA's Terminal Area Forecasts-2007, and the Idaho Aviation System Plan-1989, and the update to the Idaho State Airport System Plan that is currently in progress.

2.2 SOCIOECONOMIC AND DEMOGRAPHIC ANALYSIS

In order to better understand some of the factors which effect future airport operations, an examination of existing socioeconomic and demographic data for the City of Gooding and

Gooding County were made. This data included employment by industry, population trends, and per capita income. Information was obtained from various sources including the City of Gooding, Gooding Chamber of Commerce, Gooding County, Idaho Department of Commerce, the 2006 Idaho Power Economic Forecasts, and the US Census Bureau.

Table 2-1 shows 2007 employment by non-agricultural industries for Gooding County. The table indicates that the government was the largest employer at 27.5 percent of the total non-agricultural employment. Services were the next largest employers with 23.5 percent of the total non-agricultural employment.

Industry	Avg Annual Employment	Percent of Total (%)
Manufacturing	620	13.6
Mining	0	0
Construction	240	5.3
Transp., Comm., & Util.	430	9.5
Wholesale & Retail Trade	750	16.5
Fin., Ins., & Real Est.	200	4.4
Services	1,070	23.5
Government	1,250	27.5
Total Non-agricultural	**4,550**	**100.0**
Source: 2006 Idaho Power Economic Forecasts		

Table 2-1 Gooding County 2007 Non-Agricultural Employment by Industry

Population trends for the City of Gooding and Gooding County are shown in Table 2-2. After 1980 both entities felt a decline in growth until 1990. Population growth was highest during the period from 1990 to 1995 for both Gooding County and the City of Gooding. Since 1990, the Gooding County population growth has remained steady up to 2005, and at that time was calculated to be 14,640 people living in Gooding County. The City of Gooding experienced steady growth until the year 2000, population 3,384, and then experienced a slight decline through 2005 with a population of 3,320. Forecasts prepared by Idaho Power Company and the Idaho Department of Commerce, estimate the population of Gooding County will reach 20,660 and 4,131 for the City of Gooding in the year 2030.

Gooding County			City of Gooding	
Year	Population	Avg Growth Rate (%)	Population	Avg Growth Rate (%)
1980	11,930		2,949	
1985	12,250	0.5% (80-85)	**2,870**	- 0.5% (80-85)
1990	11,670	-1.0% (85-90)	2,820	-0.4% (85-90)
1995	12,990	2.2% (90-95)	**3,102**	1.9% (90-95)
2000	14,200	1.8% (95-00)	3,384	1.8% (95-00)
2005	14,640	0.6% (00-05)	3,320	-0.4% (00-05)
2010	15,880	1.6% (05-10)	**3,595**	1.6% (05-10)
2015	17,160	1.6% (10-15)	**3,892**	1.6% (10-15)
2020	18,240	1.2% (15-20)	**4,131**	1.2% (15-20)
2025	19,360	1.2% (20-25)	**4,384**	1.2% (20-25)
2030	20,660	1.3% (25-30)	**4,677**	1.3% (25-30)

Source: 2006 Idaho Power Economic Forecasts & The Idaho Department of Commerce
Note: Values That Are Bold Have Been Interpolated

Table 2-2 Population

Figure 2-1 graphically represents the historical average annual growth rate for population in 10-year periods for the local, county, state, and national levels. Over the past 30 years the City of Gooding's population growth rate has seen both an increase and a decline from state and national levels.

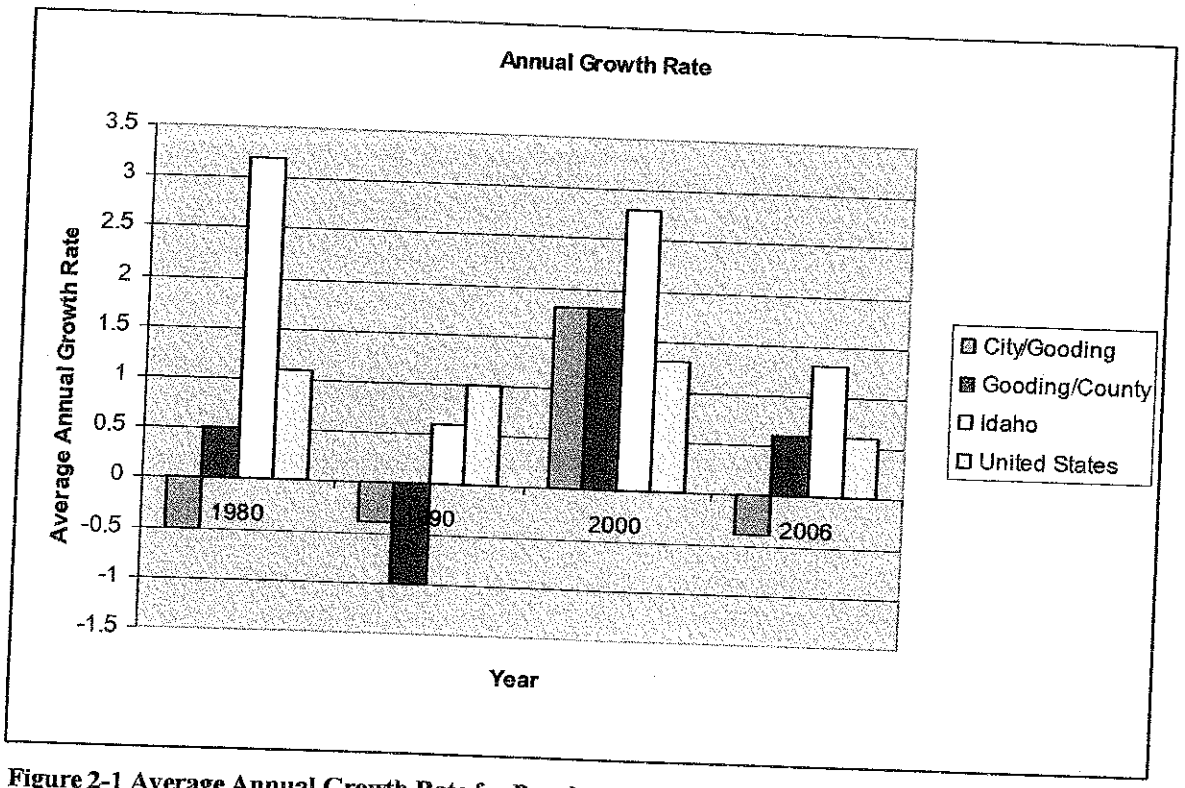


Figure 2-1 Average Annual Growth Rate for Population

Gooding County and the City of Gooding's per capita income for 2005 were $31,028 and $35,790, respectively. The per capita incomes and projected incomes for both entities from 2000 to 2030 can be found in **Table 2-3**. Gooding County has experienced a strong growth in per capita income from 2000 to 2007, mainly due to the relatively good pay at dairies and cheese factories. Presently, Gooding County ranks 5th out of Idaho's 44 counties in per capita income.

Gooding County			City of Gooding	
Year	Per Capita Income	Avg Growth Rate (%)	Per Capita Income	Avg Growth Rate (%)
2000	$23,466	5.8	$27,000	5.8
2005	$31,028	6.2	**$35,790**	6.2
2010	$41,890	4.1	**$48,340**	4.1
2015	$51,720	4.3	**$59,660**	4.3
2020	$64,680	4.6	**$74,690**	4.6
2025	$80,490	4.5	**$93,060**	4.5
2030	$99,960	4.4	**$115,390**	4.4

Source: 2006 Idaho Power Economic Forecasts & Idaho Department of Commerce
Note: Values That Are Bold Have Been Interpolated

Table 2-3 Per Capita Income (Dollars)

Figure 2-2 graphically represents the historical and projected per capita income for the local, county, state and national levels.

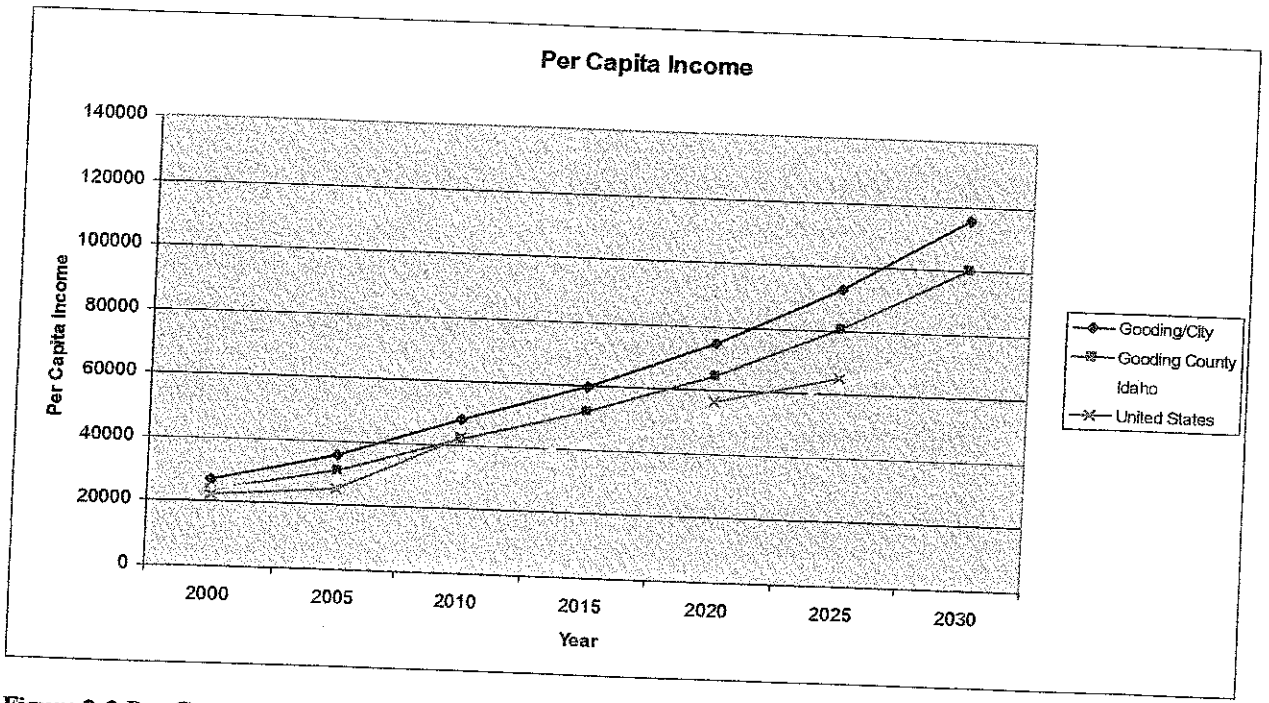


Figure 2-2 Per Capita Income

Overview of Economic Development Efforts

After remaining stable for many years prior to this forecast, agricultural employment is anticipated to experience a gradual decline over the forecasting period. The agricultural output is generally not affected by the decrease in farm employment, but largely because of the advancement of farming technology.

The large growth of the dairy industry during the 1990's was generally due to demand by the food industry. However, at that time the area contained large amounts of relatively inexpensive farmland with few environmental and local governmental regulations. These factors made the area attractive for the relocation of large dairy businesses from other regions in the United States. In Gooding County, dairy products continue to be the leader in local economics. In the forecasting period, the overall food industry is expected to gradually decline while the government and services sectors gradually increase.

The City of Gooding and Gooding County's average per capita income has exceeded the national average for the past 8 years. This has been largely due to the higher paying jobs in the dairies and cheese processing plants. The population growth rate for Gooding County and the State of Idaho over that same period was near or higher than the national average. The City of Gooding's growth rate for the past 8 years initially exceeded the national growth rate, and then for the last couple of years has been lower than the national average.

The larger employers in Gooding County are: Glanbia Foods, Inc. with over 200 employees, the Idaho State School for the Deaf & Blind, Gooding School District, Gooding County, Clear Springs Foods (fish), Kieffer Built Trailers, Walker Center, Land O' Lakes, Lansing Grain and the Gooding County Hospital.

The City of Gooding, the airport operators, and tenants of the airport are optimistic the use of the airport will continue to grow and that the economic outlook of the area is stable. According to the Airport Manager, and in reviewing the data available, the number of based aircraft and the aircraft operations has increased dramatically over the past ten years. It is expected the increased activity on the airport will continue and the development and expansion of the existing facilities to meet this demand will be a priority for the City of Gooding.

2.3 BASED AIRCRAFT

A basic indicator of any airport's general aviation demand is the number of based aircraft operating from the airport. As can be seen in **Table 2-4**, the actual number of based aircraft is considerably higher than the forecasted based aircraft in the 1995 ALP Update, **Table 2-5.** The based aircraft figures for the Gooding Municipal Airport were taken from several sources that include the APO Terminal Area Forecast Detail Report, the FAA TAF: National Forecast 2007, Based Aircraft, discussions with the airport manager and FBO, and from the FAA Master Record.

Gooding Municipal Airport Based Aircraft						
Year	**Single-Engine**	**Multi-Engine**	**Jets**	**Helicopter**	**Other**	**Total**
2000	31	2	0	4	0	**37**
2001	44	2	0	4	1	**51**
2002	44	2	0	4	1	**51**
2003	45	2	0	4	1	**52**
2004	52	4	0	4	5	**65**
2005	52	4	0	4	5	**65**
2006	70	2	4	4	2	**82**
2007	71	2	4	4	2	**83**
2008	71	2	4	4	2	**83**
Source: APO Terminal Area Forecast Detail Report						

Table 2-4 Based Aircraft Fleet Mix

ALP Update Report - December 1995 Forecast Based Aircraft Fleet Mix Gooding Municipal Airport						
Year	**Single Engine**	**Multi Engine**	**Turboprop**	**Jet**	**Rotor**	**Total**
2000	19	2	0	0	4	**25**
2005	20	2	0	0	5	**27**
2010	22	3	0	0	5	**30**
2015	24	3	1	0	5	**33**

Table 2-5 1995 ALP Forecast

In comparing the previous forecasts of the 1995 ALP Update for the Gooding Municipal Airport to the historical based aircraft records, the growth of the airport far exceeded the forecast. As an example, starting in the year 2000, the 1995 ALP forecast a total number of based aircraft to be

25. The record indicates there were 37. In the year 2005, the forecast was for 27, while the actual growth was to 65 based aircraft. The based aircraft at Gooding Municipal Airport in 2008 was77 as reported to Toothman-Orton Engineering Company as part of the Idaho State Airport System Plan project currently underway. The forecasted amount for the year 2010 was 30. These numbers indicate a forecast increase of 7% from the 2000 – 2005, however, the actual increase was 42% for the same time period. The forecast increase from 2005 to 2010 was 10%. There was an actual increase of 22% from 2005 to 2008. As shown above in **Table 2-4**, the aircraft based at the Gooding Municipal Airport have dramatically increased during the past eight years and have outpaced the forecast.

Historical and forecast population and income growth data were statistically compared to based aircraft numbers using linear regression methods. Dale Thomas, airport manager, estimated that 10% of the based aircraft are owned by citizens in the City of Gooding, 50% are owned by citizens in Gooding County, and 40% of the based aircraft are owned by individuals outside of Gooding County, primarily residing in Blaine County. Linear regression methods were used to determine the correlation between population and based aircraft and also income versus based aircraft. It was found that the relationship between the population of Gooding County and the number of based aircraft fit the historical trend for based aircraft the best. The following equation derived from the linear regression analysis was used to determine the forecasted based aircraft values in Table 2-6 using the Gooding County population numbers shown in Table 2-2:

Based Aircraft=0.0156 X (Gooding County Forecasted Population) - 163

Year	FAA – TAF	Forecast	% Diff.	Idaho State Airport System Plan
2008	86	77	10%	
2010	90	85	6%	80
2015	99	105	6%	84
2020	112	121	7%	89
2025	129	139	8%	95
2030		159		

Table 2-6 Based Aircraft Forecast

Figure 2-3 graphically depicts the projected based aircraft for Gooding Municipal Airport for the planning period.

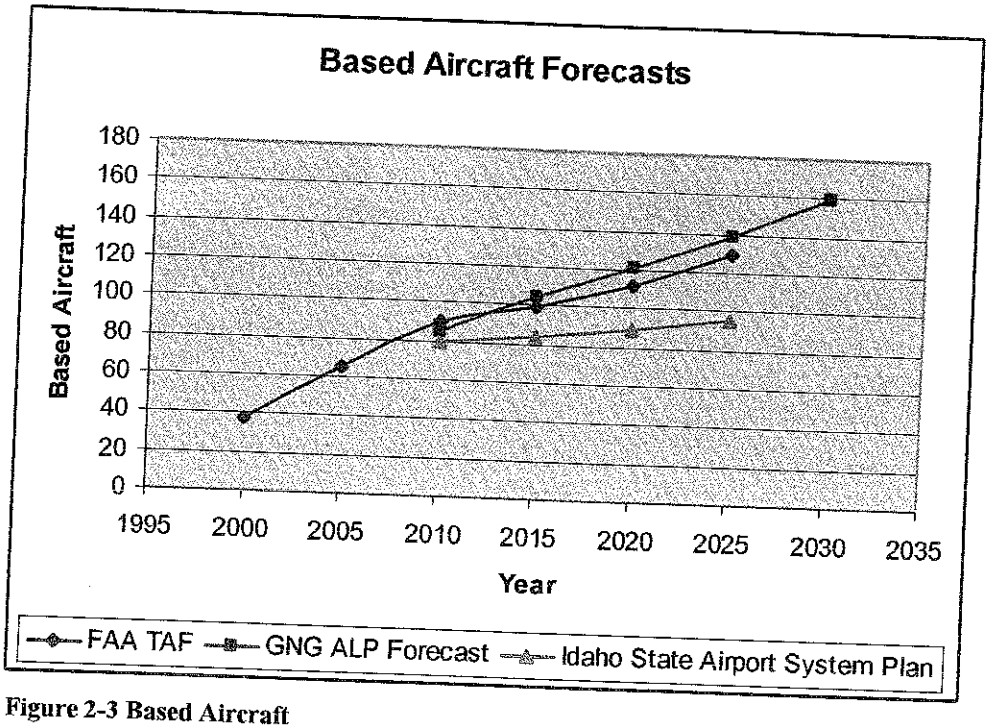


Figure 2-3 Based Aircraft

The forecasted number of based aircraft shown in the TAF and determined using a linear regression equation that correlates the Gooding County population to based aircraft are in general agreement. The based aircraft growth rate at the Gooding Municipal Airport is currently driven by the higher cost and lack of space for hangars at the Friedman Memorial Airport in Hailey, Idaho. As stated earlier, it is estimated that 40% of the airplanes based at the Gooding Municipal Airport are owned by individuals that reside in the Hailey area. The future based aircraft count at the Gooding Municipal Airport will be influenced by the cost of hangar space at the Friedman Memorial Airport as well as the relocation of the Friedman Memorial Airport. For now, the Gooding Municipal Airport is providing a lower cost hangar alternative to Friedman Memorial Airport and that in turn is driving a significant portion of the growth in based aircraft at the Gooding Municipal airport.

The present fleet mix of based aircraft at the Gooding Municipal Airport consists of a majority of single engine, small aircraft. Recent years has seen the airport's based fleet mix expand to four business jets, four helicopters and additional agricultural related aircraft. Along with this increase the smaller single engine aircraft based at Gooding have also increased.

In discussions with the airport manager, it is anticipated the airport is going to continue to grow and the demand for more hanger space and a larger airport facility will be needed. The length of

the runway is inadequate to accommodate larger business jet aircraft. The business jets that are based at the Gooding Municipal Airport cannot fully utilize the load capacity of the aircraft for fuel and passengers. With the present length of the runway, agricultural operators cannot upgrade their aircraft to the larger Ag Tractors needed to meet current business demands. The FAA recommendation for runway length to meet 100% General Aviation aircraft is 5370 feet. In order for the runway to accommodate 95% of all General Aviation traffic as determined by FAA guidelines, the runway would need to be extended to 5,000 feet. **Table 2-7** lists the type of larger aircraft presently based at the Gooding Municipal Airport.

Aircraft/Model	Type	Category	Estimated Operations (2008)
Cessna CJ-2	Jet	12,500	36
Lear 25	Jet	19,999	12
Citation 500	Jet	19,999	50
Citation 500	Jet	19,999	20
Cessna 421	Multi-Engine	12,499	
Pilatus PC-12	Single-Engine	12,499	
Beech Baron 58	Multi-Engine	12,499	
Thrush 660	Turbo-Prop	19,999	50
Air Tractor – 502	Turbo-Prop	12,499	200
Air Tractor – 802*	Turbo-Prop	19,999	50

***Critical Aircraft**

Table 2-7 Based Large Aircraft

Currently, the larger aircraft, business jets, and ag tractors utilizing the airport do not meet the threshold of 500 annual operations needed to justify extending the runway. It is recommended the airport management develop a course of action to collect and log the number of aircraft operations, the type of aircraft using the airport, and aircraft being loaded with fuel and cargo below their maximum takeoff weight due to insufficient runway length or other facility restrictions.

The future requirements of the Gooding Municipal Airport need to be identified and planned for. The number of projected based aircraft at the airport is expected to reach 105 by 2015. The fleet mix will potentially change in the future, because it is expected that business and recreation within the region will create a demand for services of larger category aircraft.

2.4 AIRCRAFT OPERATIONS

Total Operations

Gooding Municipal Airport is non-towered airport that does not have any accurate records of annual aircraft operations. At one point in 2006, a count was taken during a two week period in the month of September. The reported numbers, when used to average an annual count, indicated the annual count to be 27,000 operations. In comparing this count to the FAA APO Terminal Area Forecast of 19,735, an additional 7,265 operations are indicated. With the limited availability of data, the forecast operations for Gooding Municipal Airport will be based on the FAA APO Terminal Area Forecast information and the guidance contained in "Forecasting Aviation Activity by Airport", prepared by GRA, Incorporated and FAA Order 5090.3C.

The numbers presented in the below table were taken from the APO Terminal Area Forecast Detail Report issued December 2007. These numbers are presented in **Table 2-8.**

Year	GA Local	GA Itin	Air Carrier	Air Taxi/Commuter	Military	Total
2000	4249	12749	0	0	0	16998
2001	4291	12875	0	0	0	17166
2002	4426	13280	0	0	0	17706
2003	4561	13686	0	0	0	18247
2004	4694	14085	0	0	0	18779
2005	4830	14491	0	0	0	19321
2006	4943	14830	0	0	0	19773
2007	5058	15175	0	0	0	20233
2008	5177	15529	0	0	0	20706

Source: APO Terminal Area Forecast Detail Report

Table 2-8 Aircraft Operations

In FAA Order 5090.3C, paragraph 3-2.C it states "A general guideline is 250 operations per based aircraft for rural general aviation airports with little itinerant traffic…". Due to the lack of actual operations data, 250 operations per based aircraft were used to estimate the annual operations shown in table 2-9. The numbers presented in **Table 2-9** show the comparison of forecasts offered by the FAA TAF, this plan, and the Idaho State Airport System Plan that is currently in progress.

Year	FAA-TAF	Forecast	% Difference	Idaho State Airport System Plan
2000	16,998			
2005	19,321			
2010	21,685	21,250	2%	39,700
2015	24,335	26,250	8%	42,100
2020	27,310	30,250	11%	44,600
2025	30,648	34,750	13%	47,200
2030		39,750		

Table 2-9 Aviation Operations Forecasts

Figure 2-4 graphically depicts forecasted operations for the planning period.

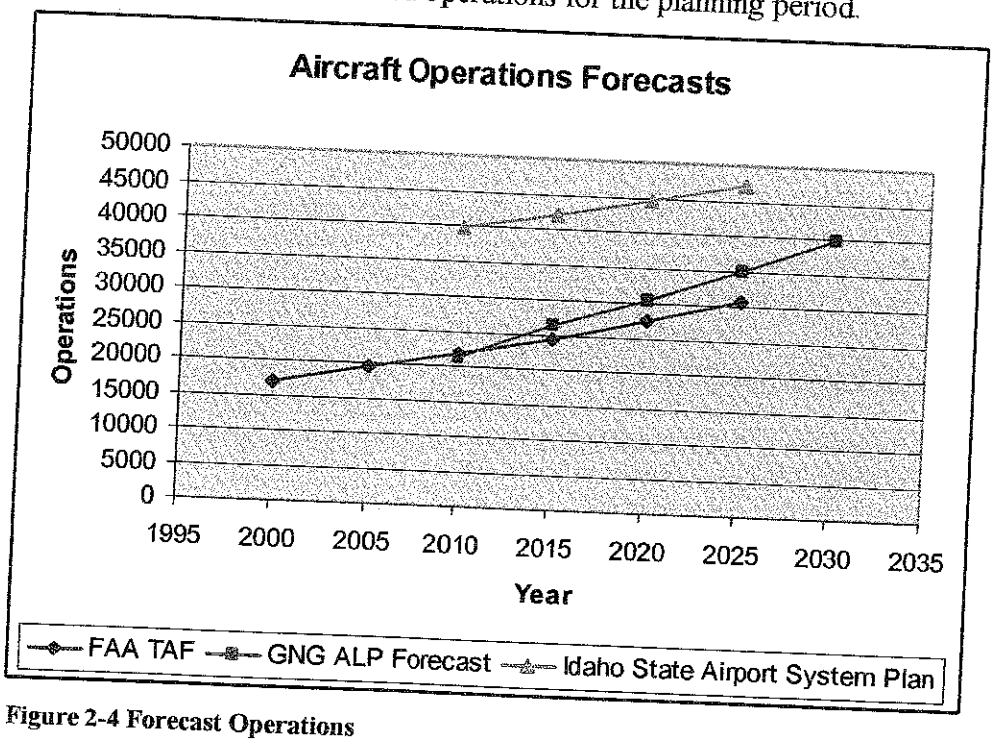


Figure 2-4 Forecast Operations

Forecast Operations by Aircraft Mix

General aviation operations are classified into two broad types of operations: local and itinerant. A local operation is defined as a takeoff or landing performed by an aircraft that: (1) operates in the local traffic pattern or within sight of the airport; (2) is known to be departing for, or arriving from flights in local practice areas located within a twenty-five (25) mile radius of the airport; or (3) executes simulated instrument approaches or low passes at the airport. An itinerant operation

is defined as all aircraft operations other than local operations.

Table 2-10 shows the forecast operations mix for aviation activity at the airport. These forecasted operations are derived from the total forecasted operations shown in Table 2-9. The split between local and itinerant operations is expected to remain relatively the same throughout the planning period. With the limited availability of data, this ALP uses the FAA formula of 25% local operations and 75% itinerant operations split.

General Aviation	2008	2010	2015	2020	2025	2030
Local Operations	5,177	5,313	6,563	7,563	8,688	9,938
Itinerant Operations	15,529	15,937	19,687	22,687	26,062	29,812
Total	**20,706**	**21,250**	**26,250**	**30,250**	**34,750**	**39,750**

Table 2-10 Forecast Operations Mix

In summary, the Gooding Municipal Airport is projected to experience moderate growth over the next 20 years. The next step is assessing and planning the needed airport facilities in order to meet the existing and future aircraft activity at this airport.

Chapter Three

Facility Requirements

3.1 GENERAL

The Airport Layout Plan (ALP) is a scaled drawing which depicts the layout of the airport's existing and proposed facilities and features. This drawing shows the extent of compliance of these existing and proposed facilities and features to current FAA design standards and planning criteria. An ALP which is current and FAA-approved is a mandatory requirement for all development carried out at federally obligated airports. The ALP for the Gooding Municipal Airport is included in this report as **Sheet 2** in Chapter 4, *Airport Plans*.

This section, *Facility Requirements*, will examine each of the airport's functional areas to identify proposed actions that the sponsor is prepared to take to meet the FAA Standards and planning criteria. This chapter will also identify projects to enhance the function of the airport to ensure that adequate facilities are provided to meet projected demand through the year 2028.

The analysis of facility requirements has been broken into seven sections:

- Section 3.2 summarizes significant FAA Design Standards which must be met for the layout of Gooding Municipal Airport.
- Section 3.3 looks at the requirements for the airport under ***Federal Aviation Regulation (FAR) Part 77 - Objects Affecting Navigable Airspace***
- Section 3.4 discusses airport facilities and features which do not meet current FAA Standards.
- Section 3.5 analyzes present facilities and future needs in relation to existing and projected demands.
- Section 3.6 discusses land use compatibility issues both on and off the airport property.
- Section 3.7 defines a twenty-year, time-phased Capital Improvement Program (CIP) necessary to provide the recommended facility improvements outlined in Section 3.5.
- Section 3.8 outlines environmental issues that need to be addressed.

3.2 FAA DESIGN STANDARDS

The existing Airport Reference Code (ARC) for Gooding Municipal Airport has been identified as B-II. Future improvements to Gooding Municipal Airport will be aimed at developing and maintaining standards for all B-II aircraft, an appropriate standard for planning long term facilities. The design standards for B-II Airports are identified in **Table 3-1**.

DESIGN STANDARDS REVIEW	FAA Standards	Existing
Object Clearing Criteria	**ARC B-II**	**R/W 7/25**
Runway Object Free Area (ROFA)		
Width	500'	500'
Length Beyond Runway End	300'	300'
Runway Safety Area (RSA)		
Width	150'	150'
Length Beyond Runway End	300'	300'
Runway Obstacle Free Zone (OFZ)		
Width	400'	400'
Length Beyond Runway End	200'	200'
Taxiway Object Free Area (TOFA)		
Width	131'	89'
Taxiway Safety Area (TSA)		
Width	79'	79'
Design Criteria		
Runway Width	75'	75'
Taxiway Width	35'	35'
Runway Centerline To Parallel Taxiway Centerline	240'	250'
Runway Centerline to Edge of Aircraft Parking	250'	300'
Taxiway Centerline to Fixed or Movable Object	65.5'	85'

Source: AC 150/5300-13, Airport Design including Change 12

Table 3-1 Dimensional Standards

The following discussion outlines the airport's compliance to current FAA design standards:

Runway Object Free Area (ROFA) - In the interim between the 1995 Airport Layout Plan Update and this study, new regulatory requirements were established by the FAA, which among other things, now includes a Runway Object Free Area (ROFA). This ROFA is a two-

dimensional ground area centered on the runway and extending 300 feet beyond each runway end. The ROFA must be clear of all objects not required for air navigation or aircraft ground maneuvering purposes, i.e., parked aircraft, as well as buildings, fences, roads, trees, etc. The width of the ROFA is dictated by the Aircraft Approach Category and the Airplane Design Group. An ARC of B-II requires that the ROFA be 500 feet in width.

Runway Safety Area (RSA) - A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot or excursion from the runway. The RSA should be cleared and graded and have no potentially hazardous ruts, humps, depressions or other surface variations. The RSA associated with ARC B-II is 150 feet in width and extends 300 feet beyond each runway end.

Runway Obstacle Free Zone (OFZ) - The Runway OFZ is a defined volume of airspace centered above the runway centerline. The runway OFZ is the airspace above a surface whose elevation at any point is the same as the elevation of the nearest point on the runway centerline. The standard OFZ for airports designed to serve all B-II aircraft is 400 feet in width and extends 200 feet beyond each runway end.

Taxiway Object Free Area (TOFA) - A two dimensional ground area centered on taxiways. The TOFA clearing standard precludes vehicle service roads, parked airplanes and objects except those whose location is fixed by function such as a navigational aid. The standard TOFA for ARC B-II is 131 feet centered on the taxiway centerline. This would indicate that parked aircraft need to be at least 65.5 feet from the centerline of the nearest taxiway.

Taxiway Safety Area (TSA) - A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway. The standard TSA width for Gooding Municipal Airport is 79-feet centered on the taxiway centerline.

Runway Protection Zones (RPZ) - Runway Protection Zones are defined areas on the ground beyond the end of the runway that are maintained clear of incompatible objects and activity in order to protect persons and property from collision hazards. The RPZ is trapezoidal in shape and begins 200 feet from the end of each runway. The existing RPZ inner dimension is 500 feet centered on the runway, the length is 1000 feet and the width at the outer end of the trapezoid is 700 feet. It is sized according to the critical aircraft group ARC B-II, and instrument approach characteristics applicable for each runway.

3.3 FAR PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE

Federal Aviation Regulation (FAR) Part 77 defines imaginary surfaces which are used to evaluate the airspace surrounding the airport for obstructions to air navigation. The imaginary surfaces are defined relative to each runway end, the established airport elevation, the elevation of the approach end of the runway and the most precise approach planned to that runway end. Any object, whether natural or man-made, which penetrates these imaginary surfaces is defined by the FAA to be an obstruction. All natural or man-made obstructions which penetrate the FAA surfaces are generally recommended for removal if obstruction lighting or lowering of the obstruction is not practical.

Figure 3-1, Typical FAR Part - 77 Imaginary Surfaces, illustrates the dimensional standards for civil airport imaginary surfaces. Existing Runway 7/25 at Gooding Municipal Airport corresponds to the dimensional standards for a utility runway with nonprecision instrument approaches. **Part 77** relates to the planned airfield configuration for an airport, and therefore, depicts facilities to accommodate all aircraft in the B-II category.

The following describes the ***FAR Part 77*** imaginary surfaces associated with the Gooding Municipal Airport:

Primary Surface - A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface (paved), the primary surface for a runway designed to accommodate only small aircraft is 250 feet wide and extends 200 feet beyond each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. In order to accommodate all aircraft in the ARC B-II category, the primary surface needs to be 500 feet wide. The length beyond each runway end does not need to change.

Approach Surface - An approach surface is applied to each end of the runway based on the type of approach available. It is longitudinally centered on the extended runway centerline and extends outward and upward from each end of the primary surface. The inner edge of the approach surface is the same width as the primary surface, 500 feet for B-II. The surface expands uniformly to a width of 3,500 feet at a distance of 10,200 feet from the end of Runway 25 and 1,500 feet in width at a distance of 5,200 feet from the end of Runway 7.

Horizontal Surface - A horizontal surface is a plane 150 feet above the established airport elevation. ARC's set the plan dimensions of the horizontal surface from the end of the primary surfaces, which are connected by tangents. The elevation of the Horizontal Surface at Gooding Municipal Airport is 3,882 feet MSL.

Conical Surface - A conical surface is an inclined surface at a slope of 20 to1 extending upward and outward from the periphery of the horizontal surface for a horizontal distance of 4,000 feet. The elevation at the outer edge of the conical surface is 4,082 feet MSL.

Transitional Surface - These surfaces extend outward and upward at right angles to the runway centerline at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces until these surfaces intersect with the horizontal surface.

Sheet 4 of the ALP drawings depicts the ultimate imaginary surfaces associated with the Gooding Municipal Airport. Presently there are two issues existing that interfere with the imaginary surfaces of the airport. There is an existing gravel surfaced county road on the west end of the runway that crosses beneath the extended runway centerline approximately 250 feet west of the runway threshold. Also, there are two minor land penetrations by Gooding Butte into the transitional surface, primary surface, and the approach surface, located to the southeast of Runway 25.

3.4 MODIFICATIONS TO AIRPORT DESIGN STANDARDS

As described in the section titled *FAA Design Standards*, standards and design criteria are provided in ***FAA Advisory Circular 150/5300-13, Change 12, Airport Design***. Those items that do not meet FAA standards require either projects to bring the facility into compliance or modifications of the affected standard(s). The airport would address bringing these items into compliance in their Capital Improvement Program (CIP), unless the correction of those items would not be feasible.

An analysis of the existing conditions at Gooding Municipal Airport has revealed design deficiencies for the current design category. The Capital Improvement Program includes projects to bring the airport into compliance with the standards for B-II aircraft. Among these projects is safety area grading to minimize the projection of Gooding Butte into the airspace transitional surface.

3.5 RECOMMENDED FACILITY IMPROVEMENTS

The following section details and provides justification for the recommended improvements to be accomplished during the 20-year planning period, 2008-2028.

All proposed construction on airport property must be coordinated with the Federal Aviation Administration (FAA) in advance so that an aeronautical study can be conducted. FAA Form 7460-1, Notice of Proposed Construction or Alteration will be completed for all construction activities at the airport.

Airfield Pavements

Runway Length and Rehabilitation

The existing runway length for Gooding Municipal Airport is 4735 feet, which is sufficient to accommodate the majority of small general aviation aircraft. The distance between the centerline of the runway and parallel taxiway is 250 feet, which is above standard. The runway width is 75 feet. In order to accommodate 95 percent of small planes with less than 10 passenger seats, a runway length of 5,000 feet is required. See **Table 3-2**.

AIRPORT AND RUNWAY DATA	
Airport elevation	3,732 feet
Mean daily maximum temperature of the hottest month	91.4 F
Maximum difference in runway centerline elevation	65 feet
Length of haul for airplanes of more than 60,000 pounds	500 miles
Runways	Dry

RUNWAY LENGTHS RECOMMENDED FOR AIRPORT DESIGN	
Small airplanes with approach speeds of less than 30 knots	410 feet
Small airplanes with approach speeds of less than 50 knots	1,100 feet
Small airplanes with less that 10 passenger seats	
75 percent of these small planes	3,900 feet
95 percent of these small planes	5,000 feet
100 percent of these small planes	5,370 feet
Small airplanes with 10 or more passenger seats	5,370 feet
Large airplanes of 60,000 pounds or less	
75 percent of these large airplanes at 60 percent useful load	6,710 feet
75 percent of these large airplanes at 90 percent useful load	9,260 feet
100 percent of these large airplanes at 60 percent useful load	8,560 feet
100 percent of these large airplanes at 90 percent useful load	10,270 feet
Airplanes of more than 60,000 pounds	6,320 feet

Source: Chapter 2 of AC 150/5325-4B, Runway Length Requirements for Airport Design, no Changes included

Table 3- 2 Runway Length and Requirements

windsock. Threshold lights are located at each end of the runway and MIRL's (Medium Intensity Runway Lights) indicate runway position and length at night.

Presently the airport is served by a NPI approach, consisting of a Non-Directional Radio Beacon (NDB) with a Global Positioning System (GPS) overlay approach to Runway 25. This accommodates instrument flying with a cloud ceiling of 431 feet above ground level and one mile visibility.

Future navigational aids to be considered are the installation of PAPI's (Precision Approach Path Indicator) and REIL's (Runway End Identifier Light) located at both ends of the runway. The installation of these navigational aids is recommended in the planning of the runway reconstruction and extension, and is addressed in the Capital Improvement Plan.

An Automatic Weather Observation System (AWOS) is being commissioned at many airports in Idaho as well as the rest of the nation. The system can be accessed by phone or radio for current weather information, temperature, cloud cover and visibility. The AWOS can also be used to help or inform inbound/outbound pilots of current weather. The installation of an AWOS and additional wind sock should be considered in planning and when sufficient funding is available.

Access and Auto Parking

There is an existing need for additional auto parking and parking lot lights. The parking lot lights will help with airport security and safety. The additional parking will help prevent unfamiliar cars from wandering onto active taxiways and runways.

Perimeter Fencing and Control

Perimeter fencing to control unauthorized access to the airfield and aircraft parking areas is encouraged. Currently the airport property is about 90% enclosed with a four strand barbed wire fence primarily for livestock control. Two unfenced boundaries lines on the west and east sides of the airport remain to be fenced during a future project.

Land Acquisition

Avigation easement for the development and protection of the airport from incompatible uses is an eligible item under the Airport Improvement Program funded by FAA. In the event of the runway extension project, a small avigation easement will be required.

Fixed Base Operations

Presently there is one Fixed Base Operation at Gooding Municipal Airport (High Range Aviation) that offers fuel sales, major power plant and airframe repair. Other commercial operators at the airport include: Bureau of Land Management (BLM, seasonal fire fighting), Thomas Helicopters (wild land seeding, agricultural spraying), Morrow Aviation (flight training), and Single Stitch Upholstery (aircraft interiors). Aviation centered businesses are encouraged to operate at the airport and land has been set aside for the development of aviation industry concerns.

Economics and Financing the Development Program

The City of Gooding has an opportunity to greatly improve the usefulness of this community asset by developing the airport facility through sound economic planning and identifying funding sources to meet the requirements of improvement projects. Financing the development of improvement projects does not come from one source. A combination of federal, state, local, and in some cases, private funding, should be considered when planning projects.

The primary contributor to airport facility improvements are airport users and the aviation community. Funds are derived from taxes which are distributed through the FAA and state administered grant programs. The grants are generally funded requiring a percentage of matching funds. Generally, the matching funds required by a federal grant are split evenly between the City and the state.

The City of Gooding should make an effort to position itself through establishing lease policies, annual budget and other income sources that generate sufficient revenues to meet the matching fund requirements for the FAA grants. Identifying money that can fund airport projects of a higher priority such as the runway extensions, runway safety projects, and local priority projects is beneficial to the airport and the City. The potential also exists for the City to provide in kind services such as grading and/or excavation for the project to reconstruct the runway in lieu of matching funds. These types of decisions are made by the FAA on a case by case basis, but should be explored to see if this strategy could be viable.

In our present economic times, funding for projects is becoming increasingly competitive. Funding provided through the FAA is distributed on a priority basis with the priorities established by the FAA. Their regional offices base the priorities on the applications received. The City of Gooding will be competing with other airports in the State of Idaho and FAA's Northwest

Region. Maintaining contact with the FAA and the State Division of Aeronautics' representatives is important in keeping them informed of current airport priorities.

3.6 LAND USE

Land use planning for areas on and around the airport is very important to ensure compatibility with other uses nearby the airport, but also to ensure that incompatible uses are not allowed to develop near an airport that later could constrain the growth or continued operation of the airport. The following section comprises the recommendations relative to land uses in the vicinity of the airport and recommended controls to ensure compatibility with airport operations.

On-Airport Land Use

The Airport Layout Plan provides the basis for land use on airport property. In addition to the airfield development depicted on this plan, there is proposed development of hangars and access taxilanes. These items have been discussed in previous sections.

Also, exclusion of activities that would produce smoke or light emissions that could be hazardous to flight operations is critical. This exclusion would need to be addressed during the permitting process, through the requirement of aviation easements, and through the *FAA Form 7460-1, Notice of Proposed Construction or Alteration*. The 7460 form is a request for an aeronautical study to determine the potential adverse affect of a proposed development on the navigable airspace. The 7460 Form is included as Appendix F.

Off-Airport Land Use

Evaluation of the land uses and zoning for land surrounding the airport is a required element of this study. The purpose of this evaluation is to identify land uses that are currently incompatible with the operation of the airport and also to ensure that sufficient controls are in place to restrict uses that may be incompatible. Typical controls used for this purpose are ownership or acquisition in fee simple or easement of land within noise or height sensitive areas, or zoning to restrict potentially incompatible uses.

As discussed in the inventory chapter of this study, Gooding County has adequate controls over permitted uses in the vicinity of the airport. This study reinforces previous recommendations that these controls be maintained and followed in order to avoid a situation where development at the

airport is constrained due to incompatible development in close proximity. The zoning regulations can be found in Appendix A.

3.7 CAPITAL IMPROVEMENT PROGRAM

The following tables detail the proposed Capital Improvement Program and schedule for the next 20 years. Also included are estimated costs in current year dollars to implement this program. The development schedule has been phased in three development periods. The first phase covers the first five years (2008-2013), the second phase covers the second five years (2014-2018) and the third phase covers the final ten years (2019-2028). The 20 year planning period is to ensure airport preparation for growth in demand of aeronautical facilities and to layout airport property efficiently to meet this demand.

Before summarizing staged capital costs, one key point needs to be emphasized. The staging of development projects is based upon projected activity at the airport. Projections of aviation demand, which were presented in *Chapter 2* of this study, are one of the most important factors considered by any planning effort. These estimates of future activity are used to determine the need for additional airport facilities and, in many instances, to determine the effects associated with development of these facilities. In the event airport activity varies from projected levels, implementation of projects should occur when demand actually warrants, rather than according to the estimated staging presented herein.

Capital Improvement Program - Phase I 2008 – 2013

Description	Total Cost	FAA Share	Sponsor Share	State Share
Runway & Ph 1 Taxilane- Design	$195,000	$185,250	$4,875	$4,875
Runway & Ph 1 Taxilane- Construction	$2,569,000	$2,440,550	$64,225	$64,225
Slurry Seal Taxiway & Taxilanes Cnstd' prior '07	$143,000	$135,850	$3,575	$3,575
Apron Reconstruction - Design & Const	$998,000	$948,100	$24,950	$24,950.0
Safety Area Grading	$1,300,000	$1,235,000	$32,500	$32,500
Construct Taxilanes - Phase 2	$180,000	$171,000	$4,500	$4,500
Install PAPI's & REIL's (R/W 7/25)	$277,000	$263,150	$6,925	$6,925
Perimeter Fencing	$30,000	$28,500	$750	$750
Subtotal Phase I	**$5,692,000**	**$5,407,400**	**$142,300**	**$142,300**

Table 3-3 Capital Improvement Program Phase I (2008-2013)

Capital Improvement Program - Phase II 2014-2018

Description	Total Cost	FAA Share	Sponsor Share	State Share
Slurry Seal Taxiway & Taxilanes - Prior 2007	$165,000	$156,750	$4,125	$4,125
City Hangar Replacement	$300,000	$285,000	$7,500	$7,500

Runway Extension-Environmental	$116,000	$110,200	$2,900	$2,900
Runway Extension-Design & Construction	$690,000	$655,500	$17,250	$17,250
Acquire Easements for Approaches	$5,000	$4,750	$125	$125
Improve Fuel Farm	$110,000	$104,500	$2,750	$2,750
Automated Weather System (AWOS)	$135,000	$128,250	$3,375	$3,375
Subtotal Phase II	**$1,521,000**	**$1,444,950**	**$38,025**	**$38,025**

Table 3-4 Capital Improvement Program Phase II (2014-2018)

Capital Improvement Program - Phase II 2019-2028

Description	Total Cost	FAA Share	Sponsor Share	State Share
Construct Taxilanes - Phase 3	$230,000	$218,500	$5,750	$5,750
Slurry Seal Runway, Taxiway, Apron, Ph1 Taxilanes	$280,000	$266,000	$7,000	$7,000
Slurry Seal Ph 3 Taxilanes	$16,000	$15,200	$400	$400
Subtotal Phase III	**$526,000**	**$499,700**	**$13,150**	**$13,150**
Total CIP (2008 - 2028)	**$7,439,000**	**$7,067,050**	**$185,975**	**$185,975**

Table 3-5 Capital Improvement Program Phase III (2019-2028)

The cost estimates presented in **Tables 3-3, 3-4 and 3-5** should be viewed as such - *an estimate* - and subject to subsequent refinement and final design. Nevertheless, these estimates are considered sufficiently accurate for performing the feasibility analysis in this chapter. The cost estimates presented in **Tables 3-3, 3-4 and 3-5** are in 2008 dollars; no escalation for possible inflation has been applied to future years. A detailed cost analysis can be found in Appendix B.

In addition to the total cost column, there are three columns to the right. The first column indicates the maximum potential funding based upon eligibility that could be obtained from the Federal Aviation Administration through the Airport Improvement Program. For those eligible projects, the figure shown is 95 percent of the total estimated cost. The next two columns represent the amount the project cost that must be borne by the sponsor of the airport. This local match represents the remaining 5 percent of the project cost. However, the State of Idaho has a program to assist airport sponsors with one-half of the local match requirement, which is represented in the far right column. 2.5 percent is used for **Tables 3-3, 3-4 and 3-5.**

3.8 ENVIRONMENTAL ISSUES

There has been much environmental study done in previous planning studies for the Gooding Municipal Airport. For the development proposed in the 1995 Airport Layout Plan, an Environmental Analysis was completed that addressed the future growth of the airport.

Environmental Assessments are required of the FAA by the National Environmental Policy Act of

1969. This act requires that any "Federal Action" be examined to assess the potential negative impacts to the environment. Federal Actions include, among other things, approval of Airport Layout Plans, and approval of funding for airport development projects. Some projects are "Categorically Excluded" from the requirement to prepare an environmental assessment. However, the extension of the runway recommended by this plan will need to be examined through an environmental assessment to determine potential environmental impacts. This requirement is made for runway extensions that are not typically categorically excluded. Therefore, prior to the funding of the runway improvements, a "Federal Action", an Environmental Assessment resulting in a Finding of No Significant Impact (FONSI) will be required.

For the project to extend the runway to the west, or east, an environmental assessment will most likely be necessary. Environmental Assessments are considered to be current for a period of approximately two years due to the fact that forecasts, local conditions, federal regulations, etc. can significantly change during the interim period. The FAA typically does not recognize environmental planning done many years prior because some of the assumptions used in determining the affect of a proposed action may no longer apply. The proper time to begin selection of the consultant to prepare the study would be approximately two years prior to the construction of the runway extension and taxilanes. Although the same findings would be expected, should a detailed environmental assessment be accomplished today, it is still required that the impact categories be reassessed. The two year assessment period would allow time and resources for preparation of a documented categorical exclusion even if a full Environmental Assessment proves unnecessary.

Chapter Four

Airport Plans

4.1 INTRODUCTION

This section of the report provides the ALP drawing set. This set of drawings consists of the following exhibits included at the end of this report:

- **Sheet 1 of 6 Cover Sheet**
- **Sheet 2 of 6 Airport Layout Plan**
- **Sheet 3 of 6 Airport Building Area Layout**
- **Sheet 4 of 6 Airport Airspace Drawing**
- **Sheet 5 of 6 Inner Portion of the Approach Surface Drawing**
- **Sheet 6 of 6 Exhibit "A" Airport Property Map**

An ALP approved by both the FAA and local airport sponsor is required before any major airport development can be federally funded. Standards for preparation of the ALP are provided in ***Advisory Circular 150/5070-6A, Airport Master Plans***. Development standards and design criteria are contained in ***Advisory Circular 150/5300-13, Airport Design.***

As described in previous sections of this study, Gooding Municipal Airport serves aircraft in ARC B-I. Future improvements will be based on meeting as many ARC B-II airport design criterion as possible. Object clearing standards established for this ARC were applied to Runway 7/25 and the ALP drawing set graphically depicts how the airport should be developed to meet the safety and design standards recommended in the current FAA planning criteria.

Reduced size copies of this set of drawings are included at the end of this chapter.

4.2 COVER SHEET (SHEET 1 OF 6)

The cover sheet includes the identification of owner and engineer, the location map, the vicinity map and the drawing index.

4.3 AIRPORT LAYOUT PLAN (SHEET 2 OF 6)

The Airport Layout Plan is the key-planning document for the airport. Features, which are included on the ALP, include:

- Layout of existing and proposed facilities and features
- Basic airport and runway data tables
- Legend and airport facility listings
- Title and revision blocks
- Sponsor approval blocks

This drawing also includes the existing facilities and proposed development of the airport. Existing features are shown as a solid line, while future development is shown with a broken line.

The ALP is an important document that should be kept current, reflecting changes in physical features on the airport. Actual airport development may vary from the concepts shown; however, allocations of land for specific purposes are the intent of this exhibit.

4.4 AIRPORT BUILDING AREA LAYOUT (SHEET 3 OF 6)

The Airport Building Area Layout drawing depicts the present building layout of the airport and indicates the future building plans and layout.

4.5 AIRPORT AIRSPACE DRAWING (SHEET 4 OF 6)

Sheet 4 was prepared in accordance with FAR Part 77, Objects Affecting Navigable Airspace. For Runway 25, the existing approach surface is 34 to 1 and Runway 7 has a 20 to 1 visual approach surface. This exhibit was prepared based on FAR Part 77, showing the Runway Protection Zone for each runway end and the surfaces within 10,000 feet for each end of Runway 7/25. After comparing the elevations of the imaginary surfaces with terrain shown on the U.S. Geological Survey topographical maps, obstructions to the approach for each runway were identified. Terrain elevations were obtained from the U.S. Geological Survey topographical maps because a field survey was not performed. This exhibit may be used for planning purposes with respect to development around and under the airport traffic pattern airspace.

4.6 INNER APPROACH SURFACE DRAWING (SHEET 5 OF 6)

The Inner Portion Approach Surface Drawing sheet is a photographic overlay that illustrates future approach surfaces at each end of the runway. In the event of a runway extension project this photo/drawing indicates land area required for the runway approach surfaces.

4.7 Exhibit "A" AIRPORT PROPERTY MAP (SHEET 6 OF 6)

The Exhibit "A" Property Map indicates present owned property boundaries and the property boundaries needed for the future runway extension project.

Chapter Five

Environmental Review

5.1 INTRODUCTION

This chapter of the Gooding Municipal Airport ALP Update identifies and provides a brief overview of the environmental issues that will need to be addressed as part of projects planned for the airport. A determination will be made regarding the degree of environmental analysis of a specific project based on environmental data and issues at the time.

Initially, an environmental analysis is required for any proposed airport project in order to determine the type of action and the possible effect it will have on the environment. Based on the resulting determination, a Categorical Exclusion (CE), a detailed environmental assessment (EA), or an Environmental Impact Statement (EIS) will be required by the FAA.

If no significant environmental impacts result in the proposed project, the analysis may be considered a CE and the FAA can proceed without further environmental review. In the event of uncertain or minor impacts with the proposed project, an EA will be required. If the impacts found in the EA do not exceed major environmental levels, the analysis will determine a Finding of No Significant Impact (FONSI). An EIS will be required if the impacts exceed major environmental levels. Both the EA and EIS require coordinated efforts with Federal, State, and local agencies along with the public.

The Gooding Municipal Airport has identified three major projects that will upgrade the airport facilities to accommodate existing and future airport requirements. These projects include the reconstruction of the existing runway, extending the runway to accommodate business jet and other medium sized aircraft, and the construction of additional taxilanes. Other projects identified on the Capital Improvement Plan are the installation of PAPI's and REIL'S on the runway ends, installation of a safety perimeter fence, improve the airport fuel farm, and acquire easements for approaches.

The environmental issues described in this review are listed in the FAA Environmental Desk Reference for Airport Actions. As part of this study the appropriate review agencies were identified and correspondence was submitted. The letters and responses are contained in Appendices D and E of this report.

5.2 AIR QUALITY

The United States Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for air pollutants. Air quality conditions of a state are designated with respect to the NAAQS as attainment, maintenance, non-attainment, or unclassifiable. Areas that meet the NAAQS are designated as attainment while areas that do not are designated as non-attainment.

The EPA has designated Gooding County and the City of Gooding area as attainment for the NAAQS criteria. Also, per the FAA Airports Desk Reference, Chapter One, Section 6, no air quality analysis is required for a general aviation facility with forecasted annual operations of less that 180,000. The total forecasted operations for Gooding Municipal Airport are 39,750 for the year of 2030.

Air pollution issues resulting from construction projects would not cause a significant impact due to short term activities and Best Management Practices (BMP) requirements. Surface vehicle traffic to and on the airport is not anticipated to increase any long term vehicle emissions that would cause an impact to air quality. In the event of construction projects, the Idaho Department of Environmental Quality, Twin Falls Office, would be notified.

5.3 BIOTIC RESOURCES

The proposed projects for the airport will result in a minor amount of habitat loss on land used for the addition of aircraft hangers, the runway extension and the relocation of the county road. Some adverse impact on the native vegetation that is removed for the projects is anticipated; however, the area has been used for an airport for over 60 years and the impacts are anticipated to be minimal. The lands surrounding the airport are generally comprised of native soils and vegetation along with general agricultural uses. Wildlife in the area is not expected to be adversely effected by any of the airport projects. Refer to Environmental Scan conducted by North Wind, Appendix C.

5.4 COMPATABLE LAND USE

Gooding Municipal Airport property is owned by the City of Gooding and within the jurisdictional boundaries of Gooding County. Gooding County Planning and Zoning Ordinances govern the land use of the airport and surrounding area.

The City of Gooding is located approximately four (4) miles east of the airport and generally not impacted by the airport activities. For the most part the land around the airport is used for agricultural purposes with widely scattered residences and farms. Three residential properties are located along the north boundary of the airport property. These three properties are currently owned and occupied by pilots that use the Gooding Municipal Airport. There are no significant adverse impacts to the surrounding land uses by the airport.

Located to the west approximately one-third of a mile is a high voltage transmission line owned and maintained by Idaho Power Company. In the event of the runway extension project being constructed on the west end of the existing runway, the transmission line would be within the Runway Protection Zone. A meeting with Idaho Power Company would be necessary to discuss impacts for both the airport and the power company.

5.5 CONSTRUCTION IMPACTS

Temporary construction impacts would occur from action taken on proposed construction projects. The short term impacts would include dust generation, noise, soil erosion due to weather, construction debris resulting from construction activities, and higher vehicle and equipment emissions. Impacts generated by the construction activity would be minimized by control measures and the implementation of best management practices.

In the event of the runway extension project, vegetation would be removed from the construction site and an earthen fill of approximately 200,000 to 300,000 cubic yards would be required to meet airport design standards. A revegetation program would be implemented as part of the construction plan for short and long term control of sediment and erosion.

In order to comply with FAA Regulations pertaining to Runway Safety Areas, an existing fence and gravel surfaced county road would need to be moved and reconstructed. This project would create noise and dust causing short duration impacts to the area, and would stop upon completion of the project. Construction projects at the airport will follow the provisions of FAA Advisory Circular 150/5370-10C, "Standards for Specifying Construction of Airports", dated 9/29/2007.

5.6 SECTION 4(f) RESOURCES

A cultural and historic survey was conducted for the airport area and it was concluded that historic and cultural resources under Section 4(f) resources do not exist. A site assessment determined there are no public owned parks, recreational areas, or any wildlife refuge resource existing on the airport. Refer to the Environmental Scan conducted by North Wind Inc., Appendix C.

5.7 FEDERALLY-LISTED ENDANGERED OR THREATENED SPECIES

The Gooding Municipal Airport property has historically been used for airport purposes and agricultural uses, through lease arrangements, for the past sixty (60) years. As there will be no change in the land use beyond that allowed by the existing zoning designation, the proposed airport projects will not have an adverse impact on any endangered or threatened flora and fauna. US Fish & Wildlife Service recommends that an evaluation of potential impacts to listed species and candidate species be prepared prior to the construction of any proposed project.

As a part of this Environmental Review, an Environmental Scan was conducted for the Gooding Municipal Airport by North Wind, Inc. The scan assessed the airport property and project area for its potential to support critical habitat for wildlife species protected under the Endangered Species Act, State sensitive wildlife species, migratory bird species, and general wildlife species, wetland habitat, and potential cultural resource concerns. The appropriate agencies were contacted and information obtained to evaluate the study area. North Wind, Inc.'s conclusion was the project area does not contain

suitable habitat for ESA-listed species that may occur in Gooding County. The report also concludes that the only NRHP site is outside the project area and will not be impacted by any of the proposed actions associated with the ALP Update. (Appendix C, Environmental Scan for the Gooding Municipal Airport).

5.8 ENERGY SUPPLIES, NATURAL RESOURCES, & SUSTAINABLE DESIGN

Airport projects would include minimal increases in electrical power use resulting from the runway and taxiway extension and the additional hanger installations. Energy would be consumed during construction to power construction equipment, though minimal resources would be used. Airport projects will not significantly increase the demand for fuel consumption by aircraft or ground vehicles. There are no known natural resources or energy resources within the proposed project's limits and no unusual materials in short supply would be needed for construction.

5.9 ENVIRONMENTAL JUSTICE

The proposed airport projects have no foreseen adverse effects on minorities and/or low income populations. The land use will remain for airport and agricultural uses.

5.10 FARMLANDS

Of the proposed airport projects, the runway extension and relocation of the county road will impact farmlands by converting existing farmland into runway and road uses. The National Resource Conservation Service (NRCS) has been contacted regarding the classification of the lands proposed to be converted to non-agricultural use. The requirements of the Farmland Protection Policy Act must be complied with in the event of the project's construction.

5.11 FLOODPLAINS

The proposed projects are not located in, nor would will they encroach upon any floodplain designated by the Federal Emergency Management Agency (FEMA). The corresponding FEMA Flood Insurance Rate Map (FIRM) #1602270184B showing the airport area was used for this determination.

5.12 HAZARDOUS MATERIALS

Hazardous materials present at the Gooding Municipal Airport consist of aviation fuels, substances used to operate and maintain aircraft, ground vehicles, equipment, and buildings. Other hazardous materials, such as agricultural chemicals transported to and from the airport via ground vehicles and aircraft, are present from time to time at the airport. Gooding Municipal Airport supports an agricultural spraying operation with containment facilities located at the northeast corner of Runway 25. This facility was designed and constructed for the purpose of loading and wash-down of ag aircraft.

A review of the database for the Idaho Department of Environmental Quality, interactive map view dated April, 2008, indicates one closed remediation site at the airport. An environmental review of the property will need to be completed prior to construction of any development project.

5.13 HISTORIC PROPERTIES

The Gooding Municipal Airport development projects will have no effect, or use of, any historic, archeological, or cultural resource identified by the Idaho State Historical Society, or the National Register of Historic Places. It is recommended that an archaeologist survey the area prior to beginning any construction project and submit a report to Idaho State Historical Society for their consideration. (Refer Appendix C, Environmental Scan conducted by North Wind, Inc.)

5.14 INDUCED SOCIOECONOMIC IMPACTS

The proposed airport development projects will not cause induced, or secondary, socioeconomic impacts to surrounding communities, or change business and economic activity in the community, nor will it impact public service demands, or influence population movement or growth.

5.15 LIGHT EMISSIONS AND VISUAL EFFECTS

An increase in the current runway lighting will occur with the extension of Runway 07/25. The proposed addition of airport lighting aids will also impact light emissions. The area surrounding the airport consists of open space and land utilized for agricultural purposes. No adverse light emissions are anticipated to affect the area from the proposed development projects.

5.16 NOISE

Gooding Municipal Airport's reference code is classified as B-I with a forecasted reference code of B-II. FAA regulations generally state that no noise analysis is needed for projects involving Design Group I and II airplanes (wingspans less than 79 feet) in Approach Categories A through D (landing speeds less than 166 knots) operating at airports whose forecast operations do not exceed 90,000 propeller operations (247 average daily operations), or 700 jet operations (2 average daily operations) per year. Gooding Municipal Airport's total forecasted operations for the year 2030 are 39,750.

FAA Terminal Area Forecast (December, 2007) – Based Aircraft, indicates 4 jet enplanements forecast for the Gooding Municipal Airport, which could potentially exceed the total jet operations on a yearly basis. An aircraft noise study would have to be considered if a survey indicates jet aircraft exceed the operational threshold.

5.17 SOCIAL IMPACTS

The Gooding Municipal Airport's proposed development projects will not cause any adverse social impacts to the surrounding communities or residences. The location of the airport precludes the disruption of any planned development, or causes the relocation of residences or businesses, or disrupts or divides any established community.

In the event of the runway extension project, the county road relocation will cause some minor impact to the traffic pattern established on the 1600 East Road. This road serves a small population base and is not likely to impact north-south vehicle traffic in the surrounding area.

5.18 SOLID WASTE

The proposed airport projects will have no significant impact to solid waste generated by the airport.

5.19 WATER QUALITY

The Federal Clean Water Act (CWA) is the primary federal law that protects the quality of the nation's water that includes rivers, lakes, aquifers and the coastal areas. There are three sections of the CWA that apply to the water quality issues for the Gooding Municipal Airport's development projects:

1. Section 401, State Water Quality Certification
2. Section 402, National Pollutant Discharge Elimination System (NPDES)
3. Section 404, Waters of the United States

The regulatory authority for Sections 401 and 402 is the United States Environmental Protection Agency (EPA). Portions of this authority were delegated to the Idaho Department of Environmental Quality. Section 404 pertains to the regulation of the placement of fill or dredged material into lakes, rivers, tributaries, and wetlands. The United States Army Corps of Engineers (USACE) has regulatory authority for implementing Section 404 regulations.

Gooding Municipal Airport was surveyed to locate any existing rivers, drainage ditches, aquifers, or other conveyance systems that could be affected by the proposed projects. The South Gooding Main Canal is located approximately one-half mile from the western boundary of the airport. No other waterways exist in the vicinity of the proposed projects.

The airport's water system is supplied by a local well. Water system improvements will be required in order to accommodate future development of airport facilities.

Proposed development projects for the airport have the potential to temporarily or permanently affect surface and groundwater. Each project will be evaluated and Best

Management Practices (BMP's) or Best Available Technology (BAT's) practices mitigating the affects to water quality will be implemented. Also needed for development projects will be response plans designed to contain any potential spills of oil or oil based products associated with the proposed project. In addition, practices have to address other water quality concerns that water quality agencies identify.

5.20 WETLANDS

The Environmental Scan conducted by North Wind Inc. found no evidence of a wetland on the airport property. See Appendix C, Environmental Scan – North Wind Inc.

5.21 WILD AND SENIC RIVERS

The proposed projects will not affect any designated Wild and Scenic Rivers or any adjacent areas that are part of such rivers.

5.22 CUMULATIVE IMPACTS

The area around the airport is agricultural and range land with no indication of development pressure. Gooding Municipal Airport's proposed projects are not likely to impact the use of the surrounding area and comply with the county's land use plan.

The development of the proposed projects on the airport have the potential to cause cumulative impacts of dust, stormwater management and water quality issues, hazardous materials and other environmental topics. However, it is not likely that any of these impacts would occur because the use of measures recommended to mitigate impacts would be used on a project by project basis.

No other projects have been identified within the vicinity of the airport. Also, there is no physical evidence, or building of past projects in the area, which would cause a cumulative affect from the airport's development projects.

5.23 PUBLIC COMMENT

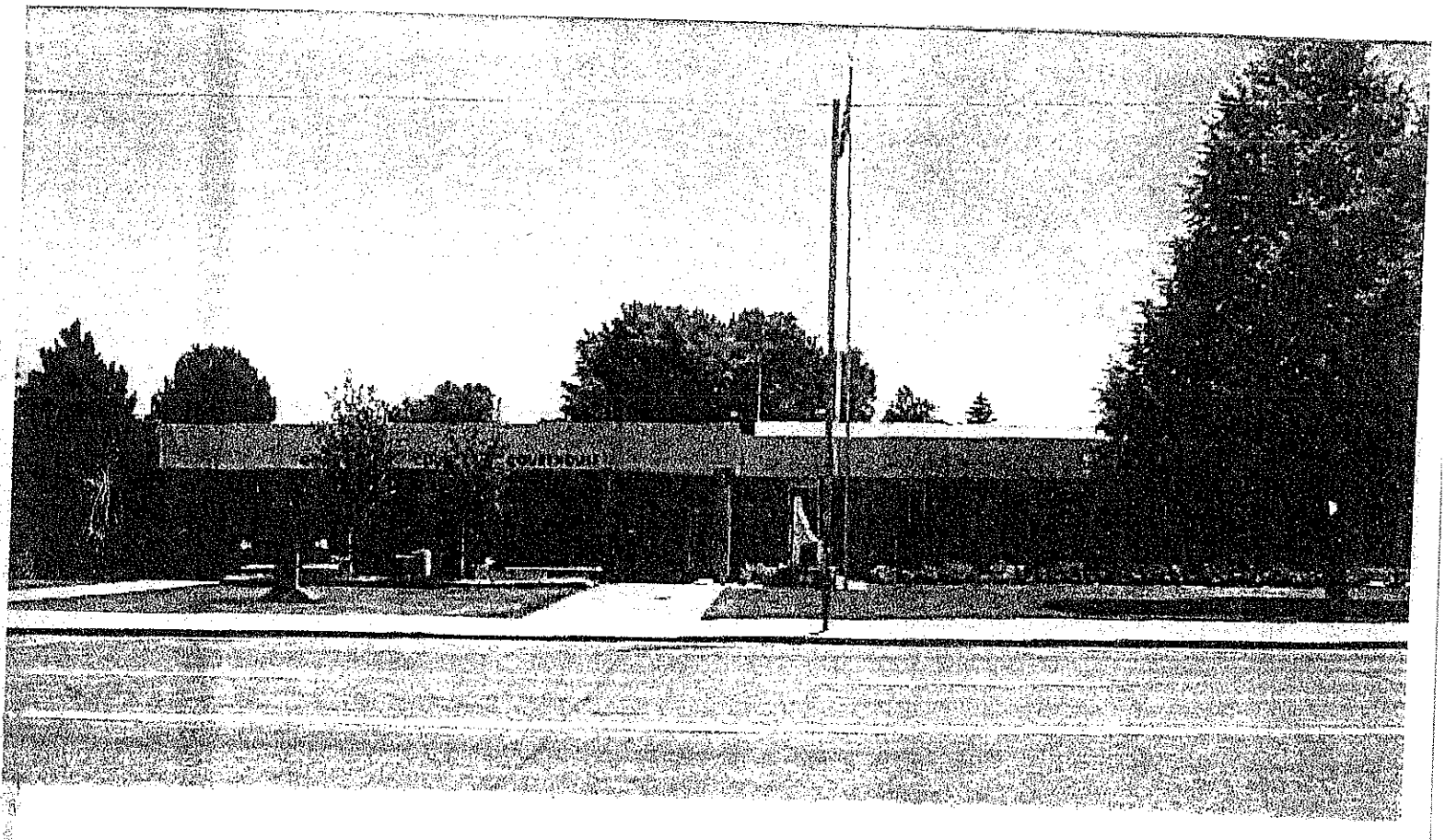
Public comment was solicited during the planning process for this ALP Update. The pilot community in Idaho was made aware of the planning activities for the Gooding Municipal Airport and was encouraged to comment on the plan in a newsletter article that was published in the March 2008 edition of the Idaho Transportation Department, Division of Aeronautics' newsletter "Rudder Flutter". A second news article was also published in the June 26th edition of the Gooding County Leader regarding the fly-in breakfast and public open house at the airport on June 28th and there being an opportunity to visit with representatives preparing the ALP Update planning documents. On June 28th, representatives from the City of Gooding and Riedesel Engineering were present at the open house breakfast with a display showing the planning effort. Comment forms were available for individuals to use if they desired.

No negative comments were received from the public of any kind. In visiting with individuals during the open house breakfast, all were supportive of the effort and future growth plans.

Appendix A

Gooding County Zoning Ordinance
Gooding County Zoning Map

Gooding County
ZONING ORDINANCE
No. 78



BOARD OF COUNTY COMMISSIONERS OF GOODING COUNTY
DATE July 8, 2003

GOODING COUNTY COMMISSIONERS

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Carolyn Elexpuru

Thomas Bingham

GOODING COUNTY PLANNING AND ZONING

Bill Stouder, Chairman

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Lori Capps, Secretary

Judy Daubner, Administrator

Rocford Becker, Building Inspector

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ARTICLE I
TITLE, INTERPRETATION AND ENACTMENT

SECTION A. TITLE

This Ordinance shall be known and may be cited as the Zoning Ordinance of Gooding County, Idaho.

SECTION B. AUTHORITY

This zoning Ordinance is adopted pursuant to authority granted by Title 67, Chapter 65 of the Idaho Code and Article 12, Section 2 of the Idaho Constitution, as amended or subsequently codified.

SECTION C. CONSISTENCY WITH COMPREHENSIVE PLAN

1. It is the intent of Gooding County that this Ordinance shall be consistent with the Gooding County Comprehensive Plan and with any supplemental land use policies, which may be adopted by the Board.
2. In the event this Ordinance becomes inconsistent with the Comprehensive Plan or with any supplemental land use policies, by reason of the adoption of a new plan or by amendment of the existing plan or any supplemental policies, it is the intent of the Board that this Zoning Ordinance be amended within a reasonable time so as to become or remain consistent with the revised or amended Comprehensive Plan or supplemental policies.
3. Additionally, it is the intent of the Board that all amendments to this Ordinance shall maintain and enhance the consistency between this Ordinance and the Gooding County Comprehensive Plan.

SECTION D. PROVISIONS OF ORDINANCE DECLARED TO BE MINIMUM REQUIREMENTS

In their interpretation and application, the provisions of this Ordinance shall be held to be minimum requirements, adopted for the following purposes:

1. To promote and protect the health, safety and the general welfare of the public.
2. To support and implement the stated goals of the County as expressed in the Comprehensive Plan.
3. To provide for and protect agricultural lands and sensitive natural resource areas.
4. To mitigate the effects of incompatible land uses upon adjacent uses.
5. To protect and improve the County's quality of life so that the County will be increasingly valued by residents and non-residents as a desirable place for living, working, and recreation.

Whenever the requirements of this Ordinance conflict with the requirements of any other lawfully adopted rules, regulations, ordinances, or resolutions, the most restrictive or that imposing the higher standard shall govern.

taxiways, aircraft storage and tie down areas, hangars and other necessary buildings. (See ARTICLE IX, SECTION E, PARAGRAPH 3.)

ANIMAL UNITS: Multiply the number of animals by the animal equivalency factor to determine animal units.

ANIMAL TYPE	ANIMAL EQUIVALENCY FACTOR
DAIRY CATTLE	
Milking and Dry Cows	1.4
Heifers (1 year and older)	1.0
Calves (3 months to 1 year)	0.7
Calves (under 3 months)	0.4
BEEF CATTLE/ BISON	
Bull (each)	1.0
Steers/Cows (over 1,000 lbs)	1.0
Steers/Cows (600-1,000,lbs)	0.6
Calves (under 600 lbs)	0.4
SWINE	
Pigs (55 lbs-market)	0.4
Pigs (up to 55 lbs)	0.1
Sows (each)	0.4
Boars (each)	0.5
SHEEP (each)	0.15
HORSES (each)	1.0
FISH (1,000 pounds)	1.0
CHICKENS	
Layers (each)	0.033
Broilers (each)	0.033
FOR SPECIES NOT SPECIFICALLY IDENTIFIED	
(350 pounds)	1.0

APARTMENT, HOTEL: (See HOTEL, MOTEL.)

AREA OF CITY IMPACT: Impact areas are defined and regulated by Gooding County Impact Area Ordinances.

AUTOMOTIVE, MANUFACTURED HOME, TRAVEL TRAILER, AND FARM IMPLEMENT SALES: The sale or rental of new and used motor vehicles except incidental warranty repair of same, to be displayed and sold on the premises, manufactured homes, travel trailers or farm implements, but not including repair work.

COMMISSION: The Zoning, Planning and Zoning, Joint Zoning, or Joint Planning and Zoning Commission appointed by the Board.
COMPOSTING: (See MANURE STORAGE.)
COMPREHENSIVE PLAN: A plan, or any portion thereof, adopted by the Board including such things as the general location and extent of present, and proposed physical facilities including residential, industrial and commercial uses, major transportation, parks, schools, and other community facilities.
CONDITIONAL USE: (See SPECIAL USE/CONDITIONAL USE.)
CONFINED ANIMAL FEEDING OPERATIONS: An area of land or the use of an area or parcel of land, with said land being under one ownership, upon which there are confined livestock, fish or birds for six (6) months of the year, defined as follows:

1. Any combination of animal units, which total 70 animal units or any facility with a milk shipping permit; or,
2. A waste treatment system.

Siting permits are required (See CAFO ORDINANCE.)
CONTRACTOR'S YARD: Storage of goods, materials, and equipment not fully enclosed by a building. (See ARTICLE IX, SECTION E, PARAGRAPH 8.)
DAY CARE: A place, home, or facility providing care for more than five (5) persons for periods of less than twenty four (24) hours.
DENSITY: A unit of measurement; the number of dwelling units per acre of land.

1. GROSS DENSITY: The number of dwelling units per acre of total land to be developed, including public right-of-way.
2. NET DENSITY: The number of dwelling units per acre of land when the acreage involved includes only the land devoted to residential uses, excluding public right-of-way.

DWELLING, MULTI-FAMILY: A dwelling consisting of three (3) or more dwelling units including duplexes, apartments, town houses and condominiums with varying arrangements of entrances and party walls. Multi-family housing may include public housing and industrialized units.
DWELLING, ROOMING HOUSE: (Bed & Breakfast, Boarding House, Lodging House, Dormitory) A dwelling or part thereof, other than a hotel, motel or restaurant, where meals and/or lodging are provided for compensation for three or more unrelated persons where no cooking or dining facilities are provided in the individual rooms.
DWELLING, SINGLE FAMILY: A dwelling consisting of a single dwelling unit only, separated from other dwelling units by open space.
DWELLING, TWO FAMILY, DUPLEX: A dwelling consisting of two (2) dwelling units.
DWELLING UNIT: Space within a dwelling comprising living, dining, sleeping room or rooms, storage closets, as well as space and equipment for cooking, bathing, and toilet facilities, all used by only one family and its household employees.
EASEMENT: Authorization by a property owner for the use of another, and for a specified purpose, of any designated part of his property.
ENVIRONMENTAL AUTHORITY: The federal, state or local agencies governing quality control.
ESCROW BOND: (Performance Bond, Surety Bond) A financial guarantee by a subdivider or developer with the County in the amount of the estimated construction cost, guaranteeing the completion of physical improvements according to plans and specifications within the time prescribed by the agreement.

LOADING SPACE - OFF STREET: Space logically and conveniently located for bulk pickups and deliveries, scaled to delivery vehicles, expected to be used, and accessible to such vehicles when required off-street parking spaces are filled. Required off-street loading space is not to be included as off-street parking space. All off-street loading spaces shall be located totally outside any street or alley right-of-way.

LOT: For the purposes of this Ordinance, a lot is a parcel of land of sufficient size to meet minimum zoning requirements for use, coverage, and area, and to provide such yards and other open spaces as are herein required. Such lot shall have frontage on an improved public street, or an approved private street, and may consist of:

1. A single lot of record.
2. A portion of a lot of record.
3. A combination of complete lots of record, and/or of portions of lots of record.

LOT COVERAGE: The ratio of enclosed ground floor area of all buildings on a lot to the horizontally projected area of the lot, expressed as a percentage.

LOT FRONTAGE: The front of a lot shall be construed to be the portion nearest the street. For the purpose of determining yard requirements on corner lots and through lots, all sides of a lot adjacent to streets shall be considered frontage, and yards shall be provided as indicated under "YARDS" in this section.

LOT, MINIMUM AREA OF: The area of a lot is computed exclusive of any portion of the right-of-way of any public or private street.

LOT OF RECORD: A lot, which is part of a subdivision recorded in the office of the County Recorder, or a lot or parcel described by metes and bounds, the description of which has been so recorded.

LOT TYPES: Terminology used in this Ordinance with reference to corner lots, interior lots and through lots is as follows:

1. CORNER LOT: A lot located at the intersection of two or more streets.
2. INTERIOR LOT: A lot with only one frontage on a street.
3. THROUGH LOT: A lot other than a corner lot with frontage on more than one street. Through lots abutting two streets may be referred to as double frontage lots.
4. REVERSED FRONTAGE LOT: A lot on which frontage is at right angles to the general pattern in the area. A reversed frontage lot may also be a corner lot.

MALAD RIVER CANYON RIMS: The Canyon Rim(s) is that, which consists of a slope, exceeding 30% for a distance of 25' or more. The location of the rim shall be determined before any excavation or grading preparatory to development occurs.

MANUFACTURED HOME/MODULAR HOME: (a) The manufactured home shall be multi-sectional and enclose a space of not less than one thousand (1,000) square feet; (b) The manufactured home shall be placed on an excavated and backfilled foundation and enclosed at the perimeter such that the home is located not more than twelve (12) inches above grade; (c) The manufactured home shall have a pitched roof, except that no standards shall require a slope of greater than a nominal three (3) feet in height for each twelve feet in width; (d) The manufactured home shall have exterior siding and roofing which in color, material and appearance is similar to the exterior siding and roofing material commonly used on residential dwellings within the community or which is comparable to the predominant materials used on surrounding dwelling as determined by the local permit approval authority; (e) The manufactured home shall have a garage or carport constructed of like materials if zoning ordinances would require a newly

(See ARTICLE IX, SECTION E, PARAGRAPH 15 and ARTICLE IX, SECTION D, PARAGRAPH 9.)

NURSERY, PLANT MATERIALS: Land, building, structure, or a combination thereof for storage, cultivation, transplanting of live trees, shrubs, or plants offered for retail sale on the premises, including products used for gardening or landscaping.

NURSING HOME: Any building housing any facility, however named, whether operated for profit or not, the purpose of which is to provide skilled nursing care and related medical services for nine (9) or more individuals suffering from illness, disease, injury, deformity or requiring care because of old age. (A facility, which cares for eight (8) or fewer unrelated mentally or physically handicapped or elderly persons, shall be classified as single family dwellings as allowed by Idaho Code 67-6530-32.)

OPEN SPACE: An area substantially open to the sky, which may be on the same lot with a building. The area may include, along with the natural environmental features, water areas, swimming pools, tennis courts or any other recreational facilities that the Commission deems permissible. Streets, parking areas, structures for habitation, and the like shall not be included.

OUTDOOR STORAGE OF COMMERCIAL AND INDUSTRIAL MATERIALS: Storage of goods, materials, equipment, manufactured property and similar items not fully enclosed by a building. (See ARTICLE IX, SECTION E, PARAGRAPH 16.)

PARKING, OFF-STREET: For the purpose of this Ordinance, an off-street parking space shall consist of an area adequate for parking an automobile with room for opening doors on both sides, together with properly related access to a public street or alley and maneuvering room, but shall be located totally outside of any street or alley right-of-way. (See ARTICLE XIII)

PERFORMANCE BOND: (See ESCROW BOND.)

PERMIT: A document issued by the Administrator and/or Building Inspector authorizing the uses of land and structures, and the characteristics of the uses; including but not limited to Special Use Permit, Certificate of Occupancy.

PLANNED UNIT DEVELOPMENT (PUD): An area of land in which a variety of open space, residential, commercial, and industrial uses, developed under single ownership or control, are accommodated in a pre-planned environment with more flexible standards, such as lot sizes and setbacks, than those restrictions that would normally apply under these regulations. (See ARTICLE XI.)

PUBLIC SERVICE FACILITY: The erection, construction, alteration, operation, or maintenance of buildings, power plants or substations, water treatment plants or pumping stations, sewage disposal or pumping plants and other similar public service structures by a public utility, by a railroad whether publicly or privately owned, or by a municipal or other governmental agency, including the furnishing of electrical, gas, rail transport, communication, public water and sewage services.

PUBLIC USES: Public parks, schools, administrative and cultural buildings and structures, not including public land or building materials and public service facilities.

PUBLIC UTILITY: (See PUBLIC SERVICE FACILITY.)

QUASI-PUBLIC USE: Churches, Sunday schools, parochial schools, colleges, hospitals, and other facilities of an educational, religious, charitable, philanthropic, or non-profit nature.

RECREATIONAL VEHICLE OR TRAVEL TRAILER: A vehicular type unit designed as a temporary dwelling for recreational, camping or travel use which is either self-propelled,

1. SIGN, ON-PREMISES: Any sign related to a business or profession conducted, or a commodity or service sold or offered upon the premises where such sign is located.
2. SIGN, OFF-PREMISES: Any sign unrelated to a business or profession conducted, or to a commodity or service sold or offered upon the premises where such sign is located.
3. SIGN, ILLUMINATED: Any sign illuminated by electricity, gas or other artificial light including reflecting or phosphorescent light.
4. SIGN, LIGHTING DEVICE: Any light, string of lights or group of lights located or arranged so as to cast illumination on a sign.
5. SIGN, PROJECTING: Any sign which projects from the exterior of a building.

SNAKE RIVER CANYON RIMS: The Canyon Rim(s) is that, which consists of a slope, exceeding 30% for a distance of 25' or more. The location of the rim shall be determined before any excavation or grading preparatory to development occurs. In some areas there are more than one rim.

SPECIAL USE/CONDITIONAL USE: A special use permitted within a zoning district other than a principally permitted use, requiring a Special Use Permit and approval of the Commission. (See ARTICLE X.)

STABLE: (See RIDING STABLES & SCHOOLS.)

STORY: That part of a building between the surface of a floor and the ceiling immediately above it.

STREET: A right-of-way, which provides vehicular and pedestrian access to adjacent properties, the dedication of which has been officially accepted. The term "street" also includes the terms HIGHWAY, THOROUGHFARE, PARKWAY, ROAD, AVENUE, BOULEVARD, LANE, PLACE, AND OTHER SUCH TERMS.

1. ALLEY: A minor street providing secondary access at the back or side of a property otherwise abutting a street.
2. MINOR: A street, which has the primary purpose of providing access to abutting properties.
3. COLLECTOR: A street designated for the purpose of carrying traffic from minor streets to other collector streets and/or arterial streets.
4. ARTERIAL: A street designated for the purpose of carrying fast and/or heavy traffic.
5. PRIVATE: A street that is not accepted for public use or maintenance, which provides vehicular and pedestrian access.

STRUCTURE: Anything constructed or erected, the use of which requires location on the ground, or attachment to something having a fixed location on the ground. Among other things, structures include buildings, manufactured homes, walls, fences and billboards.

SUBDIVISION: Subdivisions are defined and regulated by Gooding County Subdivision Ordinance.

SUPPLY YARDS: A commercial establishment storing and offering for sale building supplies, steel supplies, coal, heavy equipment, feed and grain, and similar goods.

TOWN HOUSE: (See DWELLING, MULTI-FAMILY.)

TRAVEL TRAILER: (See RECREATIONAL VEHICLE.)

URBAN AREA: Cities and city impact areas.

USE: The specific purposes, for which land or a building is designated, arranged, intended or for which it is or may be occupied or maintained.

1. Initiate proposed amendments to this Ordinance and conduct an annual review of the complete Zoning Ordinance.
2. Review all proposed amendments to the Ordinance and make recommendations to the Board.
3. Review all planned unit developments and make recommendations to the Board.
4. Grant Special Use Permits as specified in ARTICLE X - SPECIAL USE and under the conditions as herein specified such additional safeguards as will uphold the intent of this Ordinance.
5. Hear and decide appeals where it is alleged there is an error in any order, requirement, decision, interpretation, or determination made by the Administrator.
6. Authorize such variances from the terms of this Ordinance as will not be contrary to the public interest where, owing to the special conditions, a literal enforcement of this Ordinance will result in unnecessary hardship, and so that the spirit of this Ordinance shall be observed and substantial justice done.

SECTION C. ADMINISTRATOR

The Board may appoint an Administrator to administer this Ordinance. The Administrator may be provided with the assistance of such other persons as the Board may direct.

For the purpose of this Ordinance, the Administrator may have the following duties:

1. Advise interested persons of the Zoning Ordinance provisions.
2. Notify the news media regarding matters of public interest.
3. Aid applicants in the preparation and expedition of required applications.
4. Issue permits, certificates of occupancy permits, notifications and such similar administrative duties.
5. Investigate all violations of this Ordinance and notify in writing the person responsible for such violation(s), ordering the action necessary to correct such violation.
6. Assist the Commission and Board in carrying out the provisions of the Ordinance.

ARTICLE IV
ESTABLISHMENT AND PURPOSE OF ZONING DISTRICTS

SECTION A. INTENT

The following zoning districts are hereby established. For the interpretation of this Ordinance the zoning districts have been formulated to realize the general purposes as set forth in this Ordinance. In addition, the specific purpose of each zoning district shall be as stated.

SECTION B. ZONING DISTRICTS

1. AGRICULTURAL (A) DISTRICT: The purpose of the A DISTRICT is to protect agricultural land, and to discourage the loss of agricultural land to urban oriented uses. This zoning district is established for the use of farming, dairying, pasturing, cropping and all other forms of agriculture; and to control the infiltration of urban development which may adversely affect agricultural operators. (Siting permits shall be required for confined animal feeding operations.) Subdivisions shall be discouraged from locating in A DISTRICTS.

have letter from airport manager and approval from Administrator. (See ARTICLE IX, SECTION E, PARAGRAPH 3.) (Refer to Map)

ARTICLE V
PROVISIONS FOR OFFICIAL ZONING MAP

SECTION A. OFFICIAL ZONING MAP

The zoning districts established in Article IV of this Ordinance as shown on the Official Zoning Map, which is located at the Gooding County Courthouse, together with all explanatory matter thereon, are hereby adopted as part of this Ordinance.

SECTION B. INTERPRETATION OF ZONING DISTRICT BOUNDARIES

Where uncertainty exists with respect to the boundaries of any of the zoning districts as shown on the Official Zoning Map, the following shall apply:

1. Where zoning district boundaries are indicated as approximately following the center lines of street lines, highway right-of-way lines, streams, lakes or other bodies of water, the center line shall be construed to be such boundary.
2. Where zoning district boundaries are so indicated that they approximately follow the lot lines, such lot lines shall be construed to be said boundaries.
3. Where zoning district boundaries are so indicated that they are approximately parallel to the center lines or street lines of streets, or the center lines or right-of-way lines of highways, such boundaries shall be construed as being parallel thereto and at such distance there from as indicated on the Official Zoning Map. If no distance is given, such dimensions shall be determined by the use of a scale shown on the Official Zoning Map.
4. Where the boundary of a zoning district follows a railroad line, such boundary shall be deemed to be located in the middle of the main tracks of said railroad line.

SECTION C. OFFICIAL ZONING MAP CERTIFICATION

The zoning map shall be identified by the signature of the Chairman of the Board of County Commissioners, attested by the Clerk, and shall bear the following Words:

"I hereby certify that this is the official Gooding County Zoning Map which was adopted by the Board of County Commissioners of Gooding County on the _____day of _____, _____."

ARTICLE VI
ZONING DISTRICT REGULATIONS

SECTION A. COMPLIANCE WITH ZONING DISTRICT REGULATIONS

The regulations for each zoning district set forth by this Ordinance shall be minimum regulations and shall apply uniformly to each class or kind of structure or land, as hereinafter provided:

1. No building, structure, or land shall be used or occupied and no building structure or part thereof shall be erected, constructed, reconstructed, moved, or structurally

SECTION C. LAND USE SCHEDULE FOR ZONING DISTRICTS

	A	T 1	T 2	R 1	R 2	C	I	REC
AGRICULTURAL								
1. Agriculture	P	P	P	P	P	P	P	P
2. New CAFOS (See CAFO Ordinance)								
3. Roadside Stands (Seasonal)	P	P	P	P	S	P	P	S
4. Truck Wash	S	S	S	N	N	S	S	N
RESIDENTIAL								
1. Dwelling, Multi-Family	S	S	S	S	S	S	N	S
2. Dwelling, Rooming House	S	S	S	S	S	S	N	S
3. Dwelling, Single Family	P	P	P	P	P	P	N	P
4. Dwelling, Two Family	S	S	S	S	P	S	N	S
5. Home Occupation	P	P	P	P	S	S	N	S
6. Institutional Residential	S	S	S	S	S	S	N	S
7. Labor Camp	S	S	S	N	N	N	N	N
COMMERCIAL								
1. Advertising Signs & Structures	P*	P*	P*	P*	P*	P*	P*	P*
2. Amusement Center-Indoors	N	N	N	N	N	P	P	S
3. Auto Sales, Service, Storage, Rental	S	S	S	N	N	P	P	N
4. Auto Repair (Mechanical) (Painting)	S	S	S	N	N	P	P	N
5. Bakery or Bakery Goods Store	N	N	S	N	N	P	P	N
6. Bank-Savings-Loans	N	N	S	N	N	P	P	N
7. Barber-Beauty Shop	S	S	S	S	S	P	P	N
8. Boat Mooring	S	S	S	S	S	S	S	S
9. Bowling Alley	N	N	S	N	N	P	P	S
10. Building Supply Outlet/Lumber Yard	N	N	S	N	N	P	P	N
11. Business College-Trade School	N	S	S	N	N	P	P	N
12. Cabinet Shop	S	S	S	N	N	P	P	N
13. Car Wash	N	N	S	N	N	P	P	N
14. Cemetery	S	S	S	N	N	P	N	N
15. Cell Towers (see Telecommunications Facilities Ordinance)								
16. Church	S	S	P	S	S	P	S	S
17. Cleaning, Commercial Dry Cleaner	N	N	S	N	N	P	P	N
18. Cleaning, Laundromat	N	N	S	N	N	P	P	N
19. Clinic, Outpatient	N	N	S	N	N	P	P	N
20. Club Building	S	S	S	S	S	P	P	S
21. Convenience Store /Fast Food/Fuel	S	S	S	N	N	P	P	S
22. Dance, Music, or Voice Studio	S	S	S	N	N	P	P	N
23. Day Care Center	S	S	S	S	S	P	P	S
24. Drive-In Restaurant, Food Stand	N	N	S	N	N	P	P	S
25. Drive-In Theater	N	N	S	N	N	P	P	S
26. Drug Store	N	N	S	N	N	P	P	N
27. Equipment Rental-Sales Yard	S	S	S	N	N	P	P	S
28. Farm Heavy Equipment, Sales and Service	S	N	S	N	N	P	P	N
29. Fitness Center	N	S	S	N	N	P	P	S
30. Florist	N	S	S	N	N	P	P	N
31. Grocery Stores-Delicatessen	N	S	S	N	N	P	P	N
32. Frozen Food Locker	N	S	S	N	N	P	P	N
33. Furniture Shop (retail)	N	N	S	N	N	P	P	N
34. Furniture Refinishing	S	S	S	N	N	P	P	N
35. Gift Shop	N	S	S	N	N	P	P	S
36. Hospitals	N	N	S	S	S	P	N	N
37. Hotels	N	N	S	S	N	P	N	S
38. Kennels	P	P	S	S	N	P	P	S
39. Laboratory-Medical-Dental-Optical	N	N	S	N	N	P	P	N
40. Laundry, Commercial	N	N	S	N	N	P	P	N
41. Manufactured Home Court	N	N	S	S	N	P	S	S

	A	T 1	T 2	R 1	R 2	C	I	REC
6. Public Swimming Pool	S	S	S	S	S	S	N	S
7. Public Tennis Court	S	S	S	S	S	S	N	S
8. Race Track, Horse or Dog	S	S	S	N	N	S	S	S
9. Race Track, Motor Vehicle	S	S	S	N	N	S	S	S
10. Recreation Vehicle Park	S	S	S	N	N	P	N	S
11. Rodeo Arenas	S	S	S	N	N	S	S	S
12. Trap Club	S	S	S	N	N	S	S	S
13. Temporary Use	S	S	S	S	S	S	S	S

ARTICLE VII
OFFICIAL HEIGHT AND AREA REGULATIONS
MINIMUM YARD REGULATIONS

ZONING DISTRICT	MAXIMUM HEIGHT	SETBACK FROM PUBLIC RIGHT-OF-WAY (Measure from boundary of right-of-way)	SETBACK FROM PROPERTY LINE	MINIMUM LOT AREA	SETBACK FROM NATURAL WATERWAY (from high water mark)
A	40'	50'	5'	one (1) acre	50'
T-1	40'	50'	5'	one (1) acre	50'
T-2	40'	50'	5'	one (1) acre	50'
R-1	40'	50'	5'	one (1) acre MINIMUM FRONT 100'	50'
R-2	40'	50'	5'	10,000 square feet MINIMUM FRONT 75'	50'
C	60'	50'	5'	one (1) acre	50'
I	65'	50'	5'	one (1) acre	50'
REC	35'	50'	5'	one (1) acre	50'

(See ARTICLE IX, PERFORMANCE STANDARDS; ARTICLE XIV, SIGNS; AND ARTICLE X, SPECIAL USE, SECTION D4)

ARTICLE VIII
FLOOD PLAIN OVERLAY DISTRICT (FP)

SECTION A. PURPOSE

The purpose of the FP District is to guide development in the flood plain, which includes the floodway and floodway fringe area of any water course that floods, and to minimize the expense and inconveniences to the individual property owners and the general public through flooding. Uses permitted and special uses that are authorized in this zoning district are generally associated with open space, recreational and agricultural land uses and shall not hinder the movement of flood waters. The FP District is superimposed over other zoning districts. The Gooding County Flood Plain Ordinance governs the FP District in compliance with the Federal Energy Management Agency (FEMA).

SECTION B. USES

The Flood Plain District of Gooding County is regulated by a Flood Plain Ordinance in compliance with the Federal Energy Management Agency (FEMA) in Washington, D. C. Copies of this Ordinance are available from the Administrator.

a. Shall be located, when housing animals in feed lots or holding pens, not less than six hundred (600) feet from any residence, except for an owner's residence. Such facilities shall have a minimum setback of thirty (30) feet from any property line and fifty (50) feet from public right-of-way;
b. Shall be designed and located with full consideration to their proximity to adjacent uses, their effect upon adjacent and surrounding properties, and to the reduction of nuisance factors;
c. Shall be adequately maintained with housekeeping practices to prevent the creation of a nuisance, and shall also be subject to the Environmental and Health Authority requirements as to the elimination of waste materials and the maintenance of water quality control.

15. Nuclear Materials or Fuels:
    a. No nuclear materials or fuels shall be stored or used in Gooding County without a Special Use Permit granted after the applicant proves beyond a reasonable doubt that such storage or use will never be hazardous to the health and safety of present and future residents of Southern Idaho.
16. Outdoor Storage of Commercial and Industrial Materials:
    a. Shall be screened from view of any existing adjoining residence or RESIDENTIAL DISTRICT, whether or not such property is separated by an alley way or street;
    b. Shall not be located in any front yard setback area.
17. Recreational Vehicle or Travel Trailer Park:
    a. Shall not be hazardous or detrimental to existing neighboring uses;
    b. Shall be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage and refuse disposal; or the persons or agencies owning or leasing the park shall be able to provide adequately any such services;
    c. Shall limit the stay of each unit to five (5) days with no sewer hook-up, or ninety (90) days with sewer hook-up. Will, if at all possible, supply a dump station;
    d. AN EXCEPTION FOR LIMITED STAY shall apply for one permanent unit to be used for management purposes and/or convenience store which shall require a building permit and must observe the fifty (50) foot setback from all public roads and shall also require a permit from the Health Authority for facilities such as water and waste;
    e. Any permanent buildings such as rest rooms, shower rooms, convenience store, or management facilities shall require a building permit and must observe the fifty (50) foot setback from all public roads and shall also require a permit for facilities such as water and waste;
    f. Shall be adequately fenced and well maintained so as not to create a visual nuisance;
    g. Shall have vehicular approaches to the property, which shall be so designed as not to create an interference with traffic on surrounding public streets or roads;
    h. Shall have adequate and safe vehicular driving and parking areas;
    i. Shall have previous approval from all Environmental and Health Authorities with jurisdiction in the County before breaking ground;
    j. Shall be consistent with the intent and purposes of this Ordinance and the Comprehensive Plan.

site, electric or other power systems installed and operable, and water disposal systems installed.

3. Silt, soil and sand blown by winds or transported by water off or across property lines shall be removed from roadways, fence lines, windbreaks and other barriers and owners held liable.
4. Surface sprinkler irrigation and runoff water shall be controlled at the source by owner or user. Water runoff shall be controlled by the user into appropriate waste ditches for adequate disposal. No wastewater shall be allowed to escape onto roadways or other property not in the natural runoff control system.

ARTICLE X
SPECIAL USE

SECTION A. GENERAL

It is recognized that an increasing number of new kinds of uses are appearing daily, and that many of these and some other more conventional uses possess characteristics of such unique and special nature relative to location, design, size, method of operation, circulation, and public facilities that each specific use must be considered individually.

The allowance of a special use permit is discretionary with the Commission and may be granted only in the best interest of the general public. The applicant for a special use permit shall carry the burden of proof in showing that the proposed use does not conflict with the spirit or purpose of the Comprehensive Plan or the conditions for special use permits set forth in this Ordinance.

The Commission shall hold a public hearing on special use permit application. The Commission may approve, conditionally approve or deny a special use permit under the conditions as herein specified and considering such additional safeguards as will uphold the intent of this Ordinance.

The intent of the Commission is to allow only special uses that are better served by being in a county zoning district instead of an urban area.

SECTION B. CONTENTS OF APPLICATION FOR SPECIAL USE PERMIT

An application for special use permit shall be filed with the Administrator by the owner or lessee with the owner's written permission of property for which such special use is proposed. At a minimum, the application shall contain the following information:

1. Name, address, and phone number of applicant.
2. Legal description of property.
3. Description of existing use.
4. Zoning district.
5. Description of proposed special use.
6. A plan of the proposed site for the special use, showing north point, the location, height, bulk, general appearance, and intended use of all existing and proposed buildings. Location and dimensions of boundary lines, easements, required yards and setbacks, water courses, drainage features and location and size of existing roads. Location of proposed parking and loading area, traffic area, traffic access and traffic circulation, open spaces, landscaping, refuse and service areas, utilities, signs, yards, handicap accessibility and such other information as the Commission may require to

within sixty (60) days the Commission shall resume consideration of the special use application.

2. Natural Features: Existing natural features which add value to development and enhance the attractiveness of the community (such as trees, water-courses, historic spots, and similar irreplaceable assets) shall be preserved in the design of the development.
3. Special Developments: In the case of planned unit developments and large scale developments, the Commission may require sufficient park or open space facilities of acceptable size, location, and site characteristics that may be suitable for the proposed development.
4. Snake River Canyon Rim(s) and Malad Canyon Rim(s):
   a. The Canyon Rim(s) is that, which consists of a slope, exceeding 30% for a distance of 25' or more. The location of the rim shall be determined before any excavation or grading preparatory to development occurs. In some areas there are more than one rim.
   b. Any encroachment or development within three hundred (300) feet from the top of the Snake River Canyon Rim(s) or the Malad Canyon Rim(s) shall require a Special Use Permit. Minimum requirements for a special use permit shall include an engineering study and a geological report. No structures shall be built within fifty (50) feet of the rim(s).

SECTION E. SUPPLEMENTARY CONDITION AND SAFEGUARDS

In granting any special use, the Commission may prescribe appropriate conditions, escrow bonds, or safeguards in conformity with this Ordinance. Violations of such conditions, bonds, or safeguards, when made a part of the terms under which the special use is granted, shall be deemed a violation of this Ordinance.

SECTION F. PROCEDURE FOR HEARING, NOTICE

Prior to granting a special use permit, at least one (1) public hearing in which interested persons shall have an opportunity to be heard shall be held. At least fifteen (15) days prior to the hearing, notice of the time and place and a summary of the proposal shall be published in the official newspaper or paper of general circulation within the jurisdiction. Notice may also be made available to other newspapers, radio and television stations serving the jurisdiction. Notice shall be provided to property owners three hundred (300) feet beyond the external boundaries of the land owned by applicant, and any additional area that may be substantially impacted by the proposed special use permit as determined by the Commission. Notice shall be posted on the premises not less than one (1) week prior to the hearing. When notice is required to two hundred (200) or more property owners or residents, in lieu of posted or mailed notification, three (3) notices in the official newspaper or paper of general circulation is sufficient, provided that the third notice appear ten (10) days prior to the public hearing.

SECTION G. ACTION BY THE COMMISSION

Within ninety (90) days after the public hearing, the Commission shall either approve, approve with conditions, or deny the application as presented. If the application is approved or approved with modifications, the Commission shall direct the Administrator to issue a special use permit listing the specific conditions attached by the Commission.

SECTION K. APPEAL TO BOARD

The applicant or any affected person (one who has an interest in real property which may be adversely affected) who appeared in person or in writing before the Commission may appeal the decision of the Commission to the Board, provided the appeal is submitted to the Board within fifteen (15) days from the Commission's action.

Within fifteen (15) days after the appeal has been filed, the Board shall set a hearing date to consider the appeal. During the hearing, County staff may be available to present the application and answer questions. The Board shall consider such finding, reports, minutes of the Commission's meeting and hearing, comments and recommendations as forwarded to them by the Commission. The Board may uphold, uphold with conditions, or overrule the Commission. The Board shall only overrule the Commission by a favorable vote of a majority of the full Board.

ARTICLE XI
PLANNED UNIT DEVELOPMENTS

SECTION A. PURPOSE

It shall be the policy to guide a major development of land and construction by encouraging planned unit developments (PUD) to achieve the following:

1. A maximum choice of living environments by allowing a variety of housing and building types and permitting an increased density per acre and a reduction in lot dimensions, yards, building setbacks, and area requirements.
2. A more useful pattern of open space and recreation area and, if permitted as part of the project, more convenience in the locating of accessory commercial uses, industrial uses, and services.
3. A development pattern which preserves and utilizes natural topography and geologic features, scenic vistas, trees and other vegetation, and prevents the disruption of natural drainage patterns.
4. A more efficient use of land than is generally achieved through conventional development resulting in substantial savings through shorter utilities and streets.
5. A development pattern in harmony with land use density, transportation facilities, and community facilities objectives of the Comprehensive Plan.

SECTION B. PROVISIONS GOVERNING PLANNED UNIT DEVELOPMENT

Whenever there is a conflict or difference between the provisions of this article and those of other articles of this Ordinance, the provisions of this article shall prevail. Subjects not covered by this article shall be governed by the respective provisions found elsewhere in this Ordinance.

SECTION C. MINIMUM AREA

A planned unit development for the following principal uses shall contain an area not less than:

1. Three (3) acres for residential development.
2. Five (5) acres for residential use with subordinated commercial or industrial uses.
3. Ten (10) acres for commercial use.
4. Ten (10) acres for industrial use.

SECTION H. INCREASED RESIDENTIAL DENSITY

To provide an incentive for quality PUD, the Commission may authorize an increased residential density of up to fifteen (15) percent of the allowable number of dwelling units. Character identity and architectural and siting variation incorporated in a development shall be considered cause for density increases, provided these factors make a substantial contribution to the objectives of the PUD, which are as follows:

1. Landscaping: (a maximum increase of five [5] percent) streetscape; open spaces and plaza; use of existing landscaping, a pedestrian way treatment; and recreational areas.
2. Siting: (a maximum increase of five [5] percent) visual focal points; use of existing physical features such as topography; view; sun and wind orientation; circulation pattern; physical environment; variation in building setbacks; and building groups (such as clustering).
3. Design Features: (a maximum increase of five [5] percent) street sections; architectural styles; harmonious use of materials; parking areas broken by landscaping features; and varied use of housing types.

SECTION I. ARRANGEMENT OF COMMERCIAL USES

PLANNED UNIT DEVELOPMENTS may include commercial uses, commercial buildings and establishments. Commercial uses shall be planned as groups having common parking areas and common ingress and egress points in order to reduce the number of potential accident locations at intersections. Planning screens or fences shall be provided on the perimeter of the commercial areas abutting residential areas.

The plan of the project shall provide for adequate and properly arranged facilities for internal traffic circulation, landscaping and such other features and facilities as may be necessary to make the project attractive and efficient from the standpoint of the adjoining and surrounding non-commercial areas.

All areas designed for future expansion or not intended for immediate improvement or development shall be landscaped or otherwise maintained in a neat and orderly manner.

SECTION J. ARRANGEMENT OF INDUSTRIAL USES

PLANNED UNIT DEVELOPMENTS may include industrial uses if it can be shown that the development results in a more efficient and desirable use of land.

Industrial uses and parcels shall be developed in park-like surroundings utilizing landscaping and existing woodlands as buffers to screen lighting, parking areas, loading areas or docks, and/or outdoor storage of raw materials or products. A planned industrial area shall provide for the harmony of buildings and a compact grouping in order to economize in the provision of such utility services as are required. Thoroughfares shall be kept to a minimum throughout a planned industrial area in order to reduce through traffic.

Project side yards of forty (40) feet and a rear yard of fifty (50) feet shall be required if the project is located adjacent to any residential uses. All intervening spaces between the right-of-way line and project building line and intervening spaces between buildings, drives, parking areas, and improved areas shall be landscaped with trees and plantings and properly maintained at all times.

SECTION N. PROCEDURE FOR PUBLIC NOTICE

Prior to approving a preliminary development plan, at least one (1) public hearing in which interested persons shall have an opportunity to be heard shall be held. At least fifteen (15) days prior to the hearing, notice of the time and place and a summary of the proposal shall be published in the official newspaper or paper of general circulation within the jurisdiction. Notice may also be made available to other newspapers, radio and television stations serving the jurisdiction. Notice shall be provided to property owners three hundred (300) feet beyond the external boundaries of the land owned by applicant, and any additional area that may be substantially impacted by the proposed PUD as determined by the Commission. Notice shall be posted on the premises not less than one (1) week prior to the hearing. When notice is required to two hundred (200) or more property owners or residents, in lieu of posted or mailed notification, three (3) notices in the official newspaper or paper of general circulation is sufficient, provided that the third notice appear ten (10) days prior to the public hearing.

SECTION O. APPROVAL IN PRINCIPLE BY THE COMMISSION

Within thirty (30) days after the public hearing, the Commission shall review the preliminary development plan to determine if it is consistent with the intent and purpose of this Ordinance; whether the proposed development advances the general welfare of the community and neighborhood; and whether the benefits, combination of various land uses, and the inter-relationship with the land uses in the surrounding area justify the deviation from standard zoning district regulations. The Commission's approval in principle of the preliminary development plan shall be necessary before an applicant may submit a final development plan. Approval in principle shall not be construed to endorse a precise location of uses, configuration of parcels, or engineering feasibility.

The Commission shall consider the general standards applicable to special use permits and criteria for special uses before approving in principle a preliminary development plan. (See ARTICLE X, SECTIONS C AND D.)

SECTION P. EXPIRATION AND EXTENSION OF APPROVAL PERIOD

The approval of a preliminary development plan for a planned unit development shall be for a period not to exceed two (2) years to allow for preparation of the final development plan. If the final development plan has not come before the commission within the two (2) year period, the plan shall be void. An extension of the time limit of the approved preliminary development plan may be approved, <u>one time only</u> if the Commission finds that such extension is not in conflict with the public interest.

SECTION Q. CONTENTS OF APPLICATION FOR APPROVAL OF FINAL DEVELOPMENT PLAN

Upon approval in principle of a preliminary development plan, an application for approval of the final development plan may be filed with the Administrator by at least one property owner or person having a presently existing interest in the property for which the planned unit development is proposed. Each application shall be signed by the owner or lessee, attesting to the truth and exactness of all information supplied on the application for final development plan. Each application shall clearly state that the approval shall expire and may be revoked if

3. The streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the planned unit development.
4. Any proposed commercial development can be justified at the locations proposed.
5. Any exception from standard zoning district requirements is warranted by the design and other amenities incorporated in the final development plan, in accordance with the planned unit development and the adopted policy of the Board.
6. The area surrounding said development can be planned and zoned in coordination and substantial compatibility with the proposed development.
7. The planned unit development is in general conformance with the Comprehensive Plan.
8. The existing and proposed utility services are adequate for the population densities and non-residential uses proposed.

The Commission shall notify those persons who either appeared in writing or in person at the public hearing of the Commission's recommendations.

SECTION S. ACTION BY THE BOARD

Within sixty (60) days after receipt of the final recommendation of the Commission, the Board shall either approve, approve with supplementary conditions, or disapprove the application as presented. Upon granting or denying the application the Board shall specify:

1. The Ordinance and standards used in evaluating the application;
2. The reasons for approval or denial; and
3. The actions, if any, that the applicant could take to obtain a permit.

If the application is either approved or approved with conditions, the Board shall direct the Administrator to issue permits only in accordance with the approved final development plan and the supplementary conditions attached thereto.

SECTION T. METHOD OF RECORDING

Upon approval of the final plat by the Board, the prepayment of recording fees for construction of off-site improvements or posting of an escrow bond and the inclusion of the following signatures on the final plat, the Administrator shall submit the final plat to the County Recorder for recordings:

1. Certification and signatures of the Board verifying that the PUD has been approved;
2. Certification and signature of the County Clerk, if required, and the County Building Inspector or Engineer verifying that the PUD meets the County requirements and has been approved by the Board.
3. Certification of the sanitation restriction on the face of the plat as per Section 50-1326, Idaho Code.

SECTION U. EXPIRATION AND EXTENSION OF APPROVAL PERIOD

The approval of a final development plan for a planned unit development shall be for a period not to exceed two (2) years to allow for preparation and recording of the required subdivision plat and the development of the project. If no construction has begun within two (2) years after the approval is granted, the approved final development plan shall be void. A one time two (2) year extension may be approved if the Commission finds that such extension is not in conflict with the public interest.

SECTION B. INCOMPATIBILITY OF NON-CONFORMING USES

Non-conforming uses are declared by this Ordinance to be incompatible with permitted uses in the zoning district in which such use is located. A non-conforming use shall not be enlarged after passage of this Ordinance by attachment on a building or premises of additional signs intended to be seen from off the premises, or by the addition of other uses of a nature, which would be generally prohibited in the zoning district in which such use is located.

SECTION C. AVOIDANCE OF UNDUE HARDSHIP

To avoid undue hardship, nothing in this Ordinance shall be deemed to require a change in the plans, construction, or designated use of any building on which actual construction was lawfully begun prior to the effective date of adoption or amendment of this Ordinance and upon which actual building construction has been carried on diligently.

SECTION D. SINGLE NON-CONFORMING LOTS OF RECORD

In any zoning district in which single family dwellings are permitted, a single family dwelling and customary accessory buildings may be erected on any single lot of record (see definition of "lot of record" in ARTICLE II) at the effective date of adoption or amendment of this Ordinance, notwithstanding limitations imposed by other provisions of this Ordinance. Such lot must be in separate ownership and not a continuous frontage with other lots in the same ownership (see "SECTION E" below). This provision shall apply even though such lot fails to meet the requirements for area or width, or both, that are generally applicable in the zoning district, provided that yard dimensions and requirements other than those applying to area or width, or both, of the lot shall conform to the regulations for the zoning district in which such lot is located.

SECTION E. NON-CONFORMING LOTS OF RECORD IN COMBINATION

If two or more lots, or a combination of lots and portions of lots with continuous frontage in single ownership, are of record at the time of passage or amendment of this Ordinance and if all or part of the lots with no buildings do not meet the requirements established for lot width and area, the lands involved shall be considered to be an undivided parcel for the purposes of this Ordinance and no portion of said parcel shall be used or sold in a manner which diminishes compliance with lot width and area requirements established by this Ordinance, nor shall any division of any parcel be made which creates a lot with a width or area below the requirements stated in this Ordinance.

SECTION F. NON-CONFORMING USES OF STRUCTURES OR STRUCTURES AND LAND IN COMBINATION

If a lawful use involving individual structures, or of a structure and land in combination, exists at the effective date of adoption or amendment of this Ordinance that would not be allowed in the zoning district under the terms of this Ordinance, the lawful use may be continued so long as it remains otherwise lawful, subject to the following provisions:

1. No existing structure devoted to a use not permitted by this Ordinance in the zoning district in which it is located shall be enlarged or constructed, except in changing the use of the structure to a use permitted in the zoning district in which it is located.
2. No non-conforming use shall be enlarged to occupy any additional land area.

SECTION B. STANDARDS

1. Location of Parking Spaces: The following regulations shall govern the location of off-street parking spaces and areas:
   a. Parking spaces for all detached residential uses shall be located on the same lot as the use, which they are intended to serve.
   b. Parking spaces for commercial, industrial or institutional uses shall be located not more than five hundred (500) feet from the principle use.
   c. Parking spaces for apartments, dormitories, or similar residential uses shall be located not more than three hundred (300) feet from the principle use.
2. Loading Space Requirements and Dimensions: Off-street loading spaces for commercial uses shall be provided in accordance with the following:
   a. Gross Area (square feet)

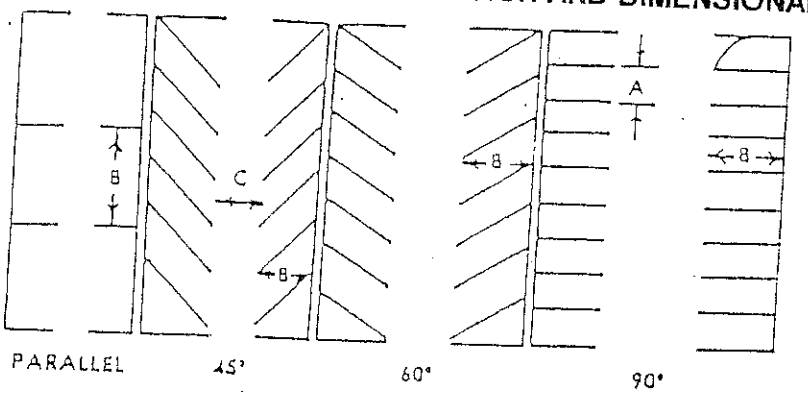
      14,000-36,000, One (1) Type B;
      36,001-60,000, Two (2) Type B;
      60,001-100,000, One (1) Type A & Two (2) Type B;
      For each additional 75,000 square feet or fraction thereof, an additional Type A Space will be provided.

      Type B spaces are twelve (12) feet in width and thirty-five (35) feet in length.

      Type A spaces are fifteen (15) feet in width and sixty-five (65) feet in length.

      The size of an off-street loading space shall not be less than the preceding, exclusive of access platform and loading area.
   b. Convenient access to loading spaces from streets or alleys shall be provided; they shall not be less than twelve (12) feet in width.
   c. Location of required loading facilities: The off-street loading facilities required for the uses mentioned shall not project into the public right-of-way or setback area. In no case shall the required off-street loading berths be part of the area used to satisfy the off-street parking requirements.
   d. Design and location of entrances and exits for required off-street loading areas shall be subject to review of the Administrator and/or the Building Inspector.
3. Maintenance: The owner of property used for parking and/or loading shall maintain such area in good condition without holes and free of all dust, trash, and other debris.
4. Paving: The required number of parking and loading spaces as set forth in SECTION D. PARKING SPACE REQUIREMENTS, together with driveways, aisles, and other circulation areas, shall be improved with such material to provide a durable and dust-free surface.
5. Drainage: All parking and loading areas shall provide for proper drainage of surface water to prevent the drainage of such water onto adjacent properties or walkways.
6. Lighting: Any parking area, which is intended to be used during non-daylight hours, shall be properly illuminated to avoid accidents. Any light used to illuminate a parking lot shall be so arranged as to reflect the light away from adjoining property and so as not to create a glare on any street or alley, which may constitute a traffic hazard.
7. Access: Any parking area shall be designed in such a manner that any vehicle leaving or entering the parking area from or onto a public or private street shall be traveling in a forward motion. Maneuvering space for entry to and exit from parking

SECTION C. OFF-STREET PARKING DESIGN AND DIMENSIONAL TABLES



		45°	60°	90°	Parallel
A.	Width of Parking Space	13'	10'	9'	9'
B.	Length of Parking Space	16'	18'	20'	23'
C.	Width of Driveway Aisle.	13'	17'	25'	12'

1. Compact cars: In parking areas where up to thirty (30) spaces are required, all spaces shall be full-sized spaces. For uses requiring from thirty-one (31) to one hundred (100) spaces, fifteen percent of the spaces may be sized for compact cars. In all instances, compact car spaces shall be prominently identified as such by a clearly legible method of marking. Spaces for compact cars may be reduced one (1) foot in width and two (2) feet in length.
2. Handicapped: Handicapped parking spaces shall be provided as required to meet minimum Federal, State, and Local Handicap Accessibility Standards.

SECTION D. PARKING SPACE REQUIREMENTS

For the purpose of this Ordinance the following parking space requirements shall apply:

TYPE OF USE	PARKING SPACES REQUIRED
Residential:	
1. Single family or two family dwelling.	Two for each unit.
2. Apartments, or multi-family dwelling.	One and one half for each unit.
3. Boarding houses, rooming houses, dormitories and fraternity houses which have sleeping rooms.	One for each sleeping room or one for each permanent occupant.
4. Manufactured Home Park.	One for each unit plus one space for each five (5) units.

12. No sign shall be placed in any public right-of-way except publicly owned signs. Signs directing and guiding traffic and parking on private property but bearing no advertising matter shall be permitted on any property.
13. Signs along interstate and primary highways shall conform to the Idaho State Transportation Department regulations.

SECTION D. MEASUREMENT OF SIGN AREA

The surface area of a sign shall be computed as including the entire area within a regular, geometric form, or combinations of regular and geometric forms comprising all of the display area of the sign and including all of the elements of the matter displayed. Frames and structural members not being advertising matter shall not be included in computation of surface area.

SECTION E. SIGNS, WHICH ARE PERMITTED

Signs for agricultural and residential uses are permitted including those denoting the name and address of the occupants of the premises.

SECTION F. SIGNS REQUIRING PERMIT FROM THE ADMINISTRATOR

The following signs may be permitted upon the Administrator's issuance of a permit:

1. Signs advertising the sale, lease, or rental of the premises upon which the sign is located, shall not exceed twelve (12) square feet in area, except in all RESIDENTIAL DISTRICTS where the area of the sign shall not be more than six (6) square feet.
2. Professional name plates not to exceed four (4) square feet in area.
3. Temporary signs not exceeding fifty (50) square feet in area announcing special public or institutional events, the erection of a building, the architect, the builders, or contractors may be erected for a period of sixty (60) days plus the construction period.
4. On-premises wall signs pertaining to a non-conforming use shall be permitted on the same premises of such use, provided the area of such sign does not exceed twelve (12) square feet.
5. Political signs provided such signs shall not be posted in any place or in any manner that is destructive to public property upon posting or removal. No political sign shall be posted more than sixty (60) days before an election. All candidates for public office, their campaign committees, or other persons responsible for the posting on public property of campaign material shall remove such material with two weeks following election day.
6. Signs or bulletin boards customarily incidental to places of worship, libraries, museums, social clubs, or societies, which signs or bulletin boards shall not exceed fifteen (15) square feet in area and which shall be located on the premises of such institution.
7. Any sign advertising a commercial enterprise, including real estate developers or subdividers, in a RESIDENTIAL DISTRICT shall not exceed twelve (12) square feet in area and shall advertise only the names of the owners, trade names, products sold and/or the business or activity conducted on the premises where such sign is located.
8. In a COMMERCIAL OR INDUSTRIAL DISTRICT, each business shall be permitted one flat or wall on-premises sign. Projection of wall signs shall not exceed two (2) feet measured from the face of the main building. The area of all permanent on-premises

ARTICLE XV
APPEAL, VARIANCE AND ACTION BY AFFECTED PERSONS

SECTION A. GENERAL

The Commission shall consider administrative appeals where it is alleged that an error has been made by the Administrator, variances from the terms of this Ordinance and request for hearing from affected persons (one who has an interest in real property which may be adversely affected).

SECTION B. ADMINISTRATIVE APPEALS

Appeals to the Commission concerning interpretation or administration of this Ordinance may be taken by any person aggrieved or by an officer or bureau of the legislative authority affected by any decision of the Administrator. Such appeal shall be taken within twenty (20) days after a decision of the Administrator by filing with the Administrator and with the Commission a notice of appeal specifying the grounds upon which the appeal is being taken. The Administrator shall transmit to the Commission all the papers constituting the record upon which the appeal is based.

SECTION C. STAY OF PROCEEDINGS

An appeal stays all proceedings.

SECTION D. VARIANCE

The Commission may authorize in specific cases such variance from the terms of this Ordinance as will not be contrary to the public interest where, owing to special conditions a literal enforcement of the provisions of this Ordinance would result in unnecessary hardship. No non-conforming use of lands, neighboring lands, structure, or buildings in the same zoning district and no permitted or non-conforming use of lands, structures, or buildings in other zoning districts shall be considered grounds for issuance of a variance. Variances shall not be granted on the grounds of convenience or profit, but only where strict application of this Ordinance would result in unnecessary hardship.

SECTION E. APPLICATION AND STANDARDS FOR VARIANCES

A variance from the terms of this Ordinance shall not be granted by the Commission unless and until a written application for a variance is submitted to the Administrator and the Commission containing:

1. Name, address, and phone number of applicant(s).
2. Legal description of property.
3. Description of nature of variance requested.
4. A narrative statement demonstrating that the requested variance conforms to the following standards:
   a. That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district.
   b. That a literal interpretation of the provisions of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of this Ordinance.

SECTION K. SUSPENSION AND REVOCATION OF A VARIANCE

Upon violation of any applicable provision of this Ordinance, or, if granted subject to conditions, upon failure to comply with conditions, a variance shall be suspended upon notification to the owner of a use or property subject to the variance.

The Commission shall hold a public hearing within forty (40) days of such notification in accordance with ARTICLE X, SECTION F, and if not satisfied that the regulation, general provision, or condition is being complied with, may revoke the variance or take such action as may be necessary to ensure compliance with the regulation, general provision or condition.

The decision of the Commission to revoke a variance shall be effective immediately.

SECTION L. APPEAL TO THE BOARD

The applicant or any affected person (one who has an interest in real property which may be adversely affected) who appeared in person or in writing before the Commission may appeal the decision of the Commission to the Board, provided the appeal is submitted to the Board within fifteen (15) days from the Commission's action.

Within fifteen (15) days after the appeal has been filed, the Board shall set a hearing date to consider the appeal. During the hearing, county staff may be available to present the application and answer questions. The Board shall consider findings, reports and minutes of the Commission's meeting and hearing, plus comments and recommendations, as forwarded to them by the Commission. The Board may uphold, uphold with conditions, or overrule the Commission. The Board shall only overrule the Commission by a favorable vote of a majority of the full Board.

SECTION M. REQUEST FOR HEARING BY AFFECTED PERSONS

An affected person shall mean one having an interest in real property, which may be adversely affected by the issuance or denial of a permit authorizing the development.

Any affected person may at any time prior to final action on rezone, special use, or variance permit, if no hearing has been held on the application, petition the Commission or Board in writing to hold a hearing as required in ARTICLE X, SECTION F through SECTION H provided, however, that if twenty (20) affected persons petition for a hearing, the hearing shall be held.

After a hearing the Commission or Board may:

1. Grant or deny a permit; or
2. Delay such a decision for a definite period of time for further study or hearing.

An affected person aggrieved by a decision may within twenty-eight (28) days after all remedies have been exhausted under local ordinances seek judicial review under the procedures provided by Idaho Code, Chapter 52, Title 67.

ARTICLE XVI
PUBLIC HEARING

SECTION A. COMPLIANCE REQUIRED

All public hearings conducted pursuant to requirements of this Ordinance and/or Title 67, Chapter 65, of the Idaho Code shall comply with the standards set forth by this ARTICLE.

SECTION F. TIME LIMITATIONS ON HEARING TESTIMONY

The presiding officer may limit the time allotted to presentation of oral testimony in a public hearing. The allocation of time shall provide for a reasonable opportunity for proponents and opponents of an issue to be heard. It must comply with the five (5) minute time restriction established by the Commission.

SECTION G. STANDARDS FOR ORAL TESTIMONY

Oral testimony made at a public hearing shall comply with the following standards:

1. It must directly address the subject at hand.
2. It must not be repetitious with other entries into the record.
3. It must not be personally malicious.
4. It must comply with the five (5) minute time restriction established by the Commission.

If oral testimony fails to comply with the aforementioned standards, the presiding officer shall declare such testimony out of order and require it to cease.

SECTION H. STANDARDS FOR WRITTEN TESTIMONY

Written testimony to be admitted at a public hearing shall comply with the following standards:

1. It must include the signature and address of the submitter.
2. It must address the issue at hand.
3. It must not be personally malicious.
4. It may be submitted at the public hearing; the presiding officer may require an oral reading of such written testimony if deemed beneficial or if requested by a party interested in the proceedings. It must comply with the five (5) minute time restriction established by the Commission.
5. If more than one typed page, must be submitted to the Planning and Zoning Office one week prior to the hearing.

If written testimony fails to comply with the aforementioned standards, the presiding officer shall declare such testimony inadmissible.

SECTION I. COPIES OF OFFICIAL RECORD - AVAILABILITY

Copies of material submitted for inclusion in the official record of a public hearing shall be available to interested parties, if requested, for the usual charges for research and duplication made by the County.

SECTION J. OVERRULE OF RULINGS BY MAJORITY VOTE

All rulings made by the presiding officer of any Board or Commission conducting a public hearing may be overruled upon a majority vote of the Board Members present.

ARTICLE XVII
PERMITS

SECTION A. PERMITS REQUIRED - AND EXCEPTIONS

Any person, firm or corporation desiring to construct, erect, move or repair a building in the unincorporated territory of Gooding County, Idaho, shall first apply for a permit therefore to

4. Present zoning district.
5. Proposed use.
6. Proposed zoning district.
7. A vicinity map at a scale approved by the Administrator, showing property lines, thoroughfares, existing and proposed zoning and such other items as the Administrator may require.
8. A list of all property owners and their mailing addresses who are within three hundred (300) feet of the external boundaries of the land being considered.
9. A statement on how the proposed amendment relates to the Comprehensive Plan, availability of public facilities and compatibility with the surrounding area.
10. A fee established by the Board.

SECTION D. TRANSMITTAL TO COMMISSION

Zoning districts shall be amended in the following manner:

1. Requests for an amendment to the Zoning Ordinance shall be submitted to the Commission, which shall evaluate the request to determine the extent and nature of the amendment requested.
2. If the request is in accordance with the adopted Comprehensive Plan, the Commission may recommend and the Board may adopt or reject the ordinance amendment under the notice and hearing procedure as herein provided. Particular consideration shall be given to the effects of any proposed zone change upon the delivery of services by any political subdivision providing public services, including school districts.
3. If the request is not in accordance with the adopted Comprehensive Plan, the request shall be submitted to the Commission which shall recommend; and the Board may adopt or reject an amendment to the Comprehensive Plan under the notice and hearing procedures provided for in Section 67-6509; Idaho Code. After the Comprehensive Plan has been amended, the Zoning Ordinance may then be amended as is hereinafter provided.

SECTION E. COMMISSION PUBLIC HEARING

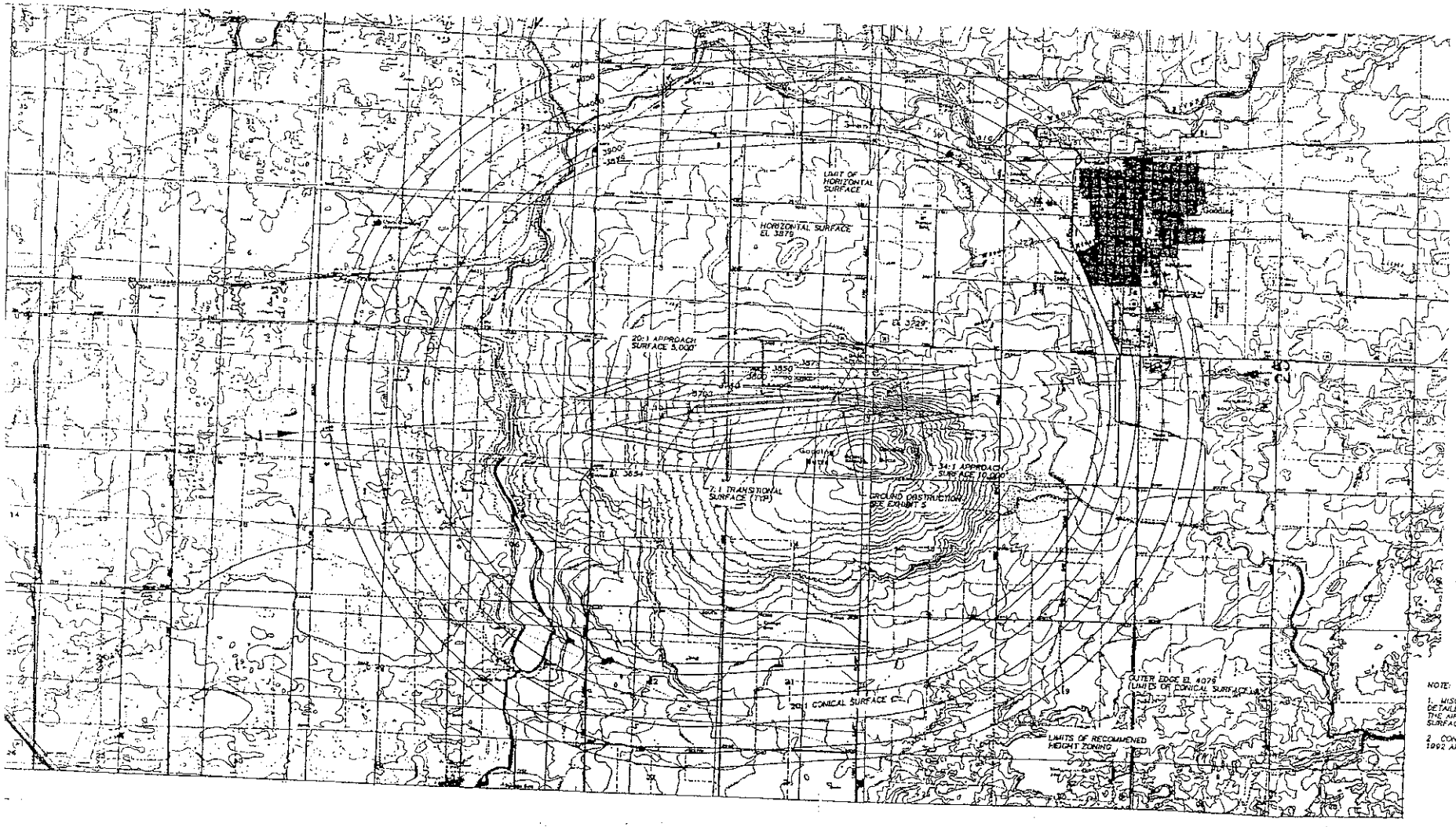
The Commission shall hold a public hearing on the proposed amendment, publish notice in the newspaper and give written notice to all parties as required for Special Use Permits (see ARTICLE X, SECTION F).

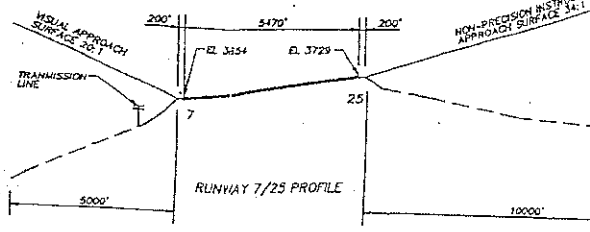
SECTION F. RECOMMENDATION BY COMMISSION

Within sixty (60) days from the receipt of the proposed amendment, the Commission shall transmit its recommendation to the Board. The Commission may recommend that the amendment be granted as requested, or it may recommend a modification of the amendment requested, or it may recommend that the amendment be denied. The Commission shall ascertain that any favorable recommendations for amendments are in accordance with the Comprehensive Plan and established goals and objectives.

SECTION G. ACTION BY BOARD

The Board may adopt or reject the amendment under the notice and hearing procedures provided in Idaho Code 67-6509.





NOTE:

1. MISCELLANEOUS GROUND PEN DETAILED BREAKDOWN OF OBJ THE AIRPORT IS SHOWN IN THE SURFACE PLAN AND PROFILE.
2. CONTOUR AND OBSTRUCTION 1992 AND FAA FORM 3010.

NS	BY	DATE

AIP 3-16-1600-58
Project No.

Drawn: SMF Date: 7-25-96
Check: TR Bind Ord.

CH2MHILL

Gooding Municipal Airport Master Plan
Gooding, Idaho

TRANSPORTATION SOLUTIONS, INC.

Exhibit Number 6 - 4

Exhibit
FAR Part 77 Airsp

Appendix B

Capital Improvement Program
Costs

Gooding Municiapal Airport, Gooding, Idaho
CIP - Cost Estimate
January 16, 2009

Runway Reconstruction

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Mill and Remove Existing Asphalt	SY	39600	$ 4.00	$ 158,400.00
Unclassified Excavation - 6"	CY	6600	$ 10.00	$ 66,000.00
Subbase Course - 6"	CY	6600	$ 40.00	$ 264,000.00
Aggregate Base Course - 6"	CY	6600	$ 50.00	$ 330,000.00
Bituminous Surface Course - 2.5"	TON	5800	$ 100.00	$ 580,000.00
Painting	SF	5000	$ 2.00	$ 10,000.00
Drainage	LS	1	$ 50,000.00	$ 50,000.00
Project Quality Control	LS	1	$ 50,000.00	$ 50,000.00
Construction Surveying	LS	1	$ 30,000.00	$ 30,000.00
Mobilization	LS	1	$ 150,000.00	$ 150,000.00
Contingency	LS	1	$ 300,000.00	$ 300,000.00
			Construction Total	$ 1,988,400.00
			Engineering	$ 159,072.00
			Construction Observation	$ 99,420.00
			Administration	$ 5,000.00
			Runway Cost	$ 2,251,892.00

Construct Taxilanes Phase-1

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Unclassified Excavation - 24"	CY	4500	$ 10.00	$ 45,000.00
Subbase Course - 15.5"	CY	2800	$ 40.00	$ 112,000.00
Aggregate Base Course - 6"	CY	1100	$ 50.00	$ 55,000.00
Bituminous Surface Course - 2.5"	TON	900	$ 120.00	$ 108,000.00
Taxilane Painting	SF	1000	$ 2.00	$ 2,000.00
Drainage	LS	1	$ 10,000.00	$ 10,000.00
Project Quality Control	LS	1	$ 10,000.00	$ 10,000.00
Construction Surveying	LS	1	$ 7,000.00	$ 7,000.00
Mobilization	LS	1	$ 35,000.00	$ 35,000.00
Contingency	LS	1	$ 65,000.00	$ 65,000.00
			Construction Total	$ 449,000.00
			Engineering	$ 36,000.00
			Construction Observation	$ 25,000.00
			Administration	$ 2,000.00
			Taxilane Cost	$ 512,000.00

Slurry Seal Parallel Taxiway & Taxilanes Const. prior to 2007

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Crack Filling	Ton	3	$ 4,000.00	$ 12,000.00
Slurry Seal	SY	35100	$ 2.00	$ 70,200.00
Pavement Markings	SF	3000	$ 2.00	$ 6,000.00
Mobilization	LS	1	$ 10,000.00	$ 10,000.00
Contingency	LS	1	$ 18,000.00	$ 18,000.00
			Construction Total	$ 116,200.00
			Engineering	$ 15,000.00
			Construction Observation	$ 10,000.00
			Administration	$ 2,000.00
			Maintenance Cost	$ 143,200.00

Runway Extension				
ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Unclassified Excavation - 24"	CY	6100	$ 10.00	$ 61,000.00
Subbase Course - 15.5"	CY	4000	$ 40.00	$ 160,000.00
Aggregate Base Course - 6"	CY	1500	$ 50.00	$ 75,000.00
Bituminous Surface Course - 2.5"	TON	1300	$ 90.00	$ 117,000.00
Runway & Taxiway Painting	SF	15000	$ 2.00	$ 30,000.00
Project Quality Control	LS	1	$ 14,000.00	$ 14,000.00
Construction Surveying	LS	1	$ 9,000.00	$ 9,000.00
Mobilization	LS	1	$ 45,000.00	$ 45,000.00
Contingency	LS	1	$ 90,000.00	$ 90,000.00
			Construction Total	$ 601,000.00
			Engineering	$ 48,080.00
			Construction Observation	$ 30,050.00
			Administration	$ 5,000.00
			Runway Cost	$ 684,130.00

Apron Reconstruction				
ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Mill and Remove Existing Asphalt	SY	17000	$ 4.00	$ 68,000.00
Unclassified Excavation - 6"	CY	2800	$ 10.00	$ 28,000.00
Subbase Course - 6"	CY	2800	$ 40.00	$ 112,000.00
Aggregate Base Course - 6"	CY	2800	$ 50.00	$ 140,000.00
Bituminous Surface Course - 2.5"	TON	2400	$ 100.00	$ 240,000.00
Painting	SF	5000	$ 2.00	$ 10,000.00
Drainage	LS	1	$ 50,000.00	$ 50,000.00
Project Quality Control	LS	1	$ 20,000.00	$ 20,000.00
Construction Surveying	LS	1	$ 15,000.00	$ 15,000.00
Mobilization	LS	1	$ 65,000.00	$ 65,000.00
Contingency	LS	1	$ 130,000.00	$ 130,000.00
			Construction Total	$ 878,000.00
			Engineering	$ 70,240.00
			Construction Observation	$ 43,900.00
			Administration	$ 5,000.00
			Apron Cost	$ 997,140.00

Safety Area Grading				
ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Unclassified Excavation	CY	170000	$ 5.00	$ 850,000.00
Project Quality Control	LS	1	$ 25,500.00	$ 25,500.00
Construction Surveying	LS	1	$ 17,000.00	$ 17,000.00
Mobilization	LS	1	$ 85,000.00	$ 85,000.00
Contingency	LS	1	$ 170,000.00	$ 170,000.00
			Construction Total	$ 1,147,500.00
			Engineering	$ 91,800.00
			Construction Observation	$ 57,375.00
			Administration	$ 5,000.00
			Safety Area Cost	$ 1,301,675.00

Construct Taxilanes Phase-2				
ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Unclassified Excavation - 24"	CY	1250	$ 10.00	$ 12,500.00
Subbase Course - 15.5"	CY	782	$ 40.00	$ 31,280.00
Aggregate Base Course - 6"	CY	320	$ 50.00	$ 16,000.00

Bituminous Surface Course - 2.5"	TON	320	$ 120.00	$ 38,400.00
Runway & Taxiway Painting	SF	320	$ 2.00	$ 640.00
Drainage	LS	1	$ 7,000.00	$ 7,000.00
Project Quality Control	LS	1	$ 5,000.00	$ 5,000.00
Construction Surveying	LS	1	$ 5,000.00	$ 5,000.00
Mobilization	LS	1	$ 11,000.00	$ 11,000.00
Contingency	LS	1	$ 21,000.00	$ 21,000.00
			Construction Total	$ 147,820.00
			Engineering	$ 22,173.00
			Construction Observation	$ 7,391.00
			Administration	$ 2,000.00
			Taxilane Cost	$ 179,384.00

Install PAPI's and REIL'S

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Install PAPI	LS	2	$ 40,000.00	$ 80,000.00
Install REIL's	EA	4	$ 10,000.00	$ 40,000.00
Underground Electrical Duct	LF	200	$ 8.00	$ 1,600.00
Junction Box	EA	4	$ 900.00	$ 3,600.00
#8 5kV Cable Installed in Duct	LF	200	$ 4.00	$ 800.00
Counterpoise Wire Installed in Trench	LF	200	$ 1.00	$ 200.00
Ground Rod	EA	2	$ 75.00	$ 150.00
Regulator	EA	1	$ 40,000.00	$ 40,000.00
Project Quality Control	LS	1	$ 1,000.00	$ 1,000.00
Mobilization	LS	1	$ 15,000.00	$ 15,000.00
Contingency	LS	1	$ 40,000.00	$ 40,000.00
			Construction Total	$ 222,350.00
			Engineering	$ 35,000.00
			Construction Observation	$ 15,000.00
			Administration	$ 5,000.00
			Electrical Upgrade Cost	$ 277,350.00

Construct Taxilanes Phase-3				
ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Unclassified Excavation - 24"	CY	1850	$ 10.00	$ 18,500.00
Subbase Course - 15.5"	CY	1200	$ 40.00	$ 48,000.00
Aggregate Base Course - 6"	CY	460	$ 50.00	$ 23,000.00
Bituminous Surface Course - 2.5"	TON	400	$ 120.00	$ 48,000.00
Runway & Taxiway Painting	SF	750	$ 2.00	$ 1,500.00
Drainage	LS	1	$ 10,000.00	$ 10,000.00
Project Quality Control	LS	1	$ 4,800.00	$ 4,800.00
Construction Surveying	LS	1	$ 3,000.00	$ 3,000.00
Mobilization	LS	1	$ 15,000.00	$ 15,000.00
Contingency	LS	1	$ 30,000.00	$ 30,000.00
			Construction Total	$ 201,800.00
			Engineering	$ 16,144.00
			Construction Observation	$ 10,090.00
			Administration	$ 2,000.00
			Taxilane Cost	$ 230,034.00

Slurry Seal Runway, Apron & Phase 1 Taxilanes				
ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Crack Filling	Ton	6	$ 4,000.00	$ 24,000.00
Slurry Seal	SY	67400	$ 2.00	$ 134,800.00
Pavement Markings	SF	15000	$ 2.00	$ 30,000.00
Mobilization	LS	1	$ 19,000.00	$ 19,000.00
Contingency	LS	1	$ 38,000.00	$ 38,000.00
			Construction Total	$ 245,800.00
			Engineering	$ 19,664.00
			Construction Observation	$ 12,290.00
			Administration	$ 2,000.00
			Maintenance Cost	$ 279,754.00

Slurry Seal Parallel Taxiway, Taxilanes Phase 2, & Taxilanes prior to 2007				
ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Crack Filling	Ton	4	$ 4,000.00	$ 16,000.00
Slurry Seal	SY	39500	$ 2.00	$ 79,000.00
Pavement Markings	SF	8000	$ 2.00	$ 16,000.00
Mobilization	LS	1	$ 11,000.00	$ 11,000.00
Contingency	LS	1	$ 22,000.00	$ 22,000.00
			Construction Total	$ 144,000.00
			Engineering	$ 11,520.00
			Construction Observation	$ 7,200.00
			Administration	$ 2,000.00
			Maintenance Cost	$ 164,720.00

Slurry Seal Taxilanes Phase 3				
ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Crack Filling	Ton	0.5	$ 4,000.00	$ 2,000.00
Slurry Seal	SY	2800	$ 2.00	$ 5,600.00
Pavement Markings	SF	800	$ 2.00	$ 1,600.00
Mobilization	LS	1	$ 1,000.00	$ 1,000.00
Contingency	LS	1	$ 2,000.00	$ 2,000.00
			Construction Total	$ 12,200.00
			Engineering	$ 976.00
			Construction Observation	$ 610.00
			Administration	$ 2,000.00
			Maintenance Cost	$ 15,786.00

Appendix C

Environmental Scan – North Wind, Inc.

North Wind

Environmental Scan for the Gooding Municipal Airport, Gooding County, Idaho

July 2008

Prepared for:
Riedesel Engineering Inc.
202 Falls Ave.
Twin Falls, ID 83301

Prepared by:
North Wind, Inc.
1425 Higham Street
Idaho Falls, ID 83402

INTRODUCTION

The City of Gooding is in the process of updating the Airport Layout Plan for the Gooding Municipal Airport and part of the undertaking includes an environmental review. The review will be used to determine if additional study, documentation, or mitigation will be necessary to complete future projects.

The planned projects for the airport generally consist of extending Runway 07–25, possibly on both ends, to accommodate increased jet traffic, constructing an additional taxiway and hanger space on the south side of the runway, installing security fencing for the airport, and rehabilitating existing airport facilities, i.e., runway, taxiway, aprons, and safety enhancements.

PROJECT LOCATION

The Gooding Municipal Airport is located approximately 2 miles southwest of Gooding, Idaho, and one-quarter mile northwest of Gooding Butte. Figures 1 to 3 show a vicinity map with the area, an aerial photograph, and a topographic map of the area surrounding the airport. The airport is situated in an area that is dominated by agricultural fields and is on a terrace associated with Gooding Butte. 1600 East Road bounds the airport property to the west. The legal location of the project area is Township 6 South, Range 14 East, Sections 10 and 11.

METHODS

A field survey of the airport was conducted on July 21, 2008. During the survey the area was assessed for its potential to support critical or important habitat for wildlife species protected under the Endangered Species Act (ESA), State sensitive wildlife species, migratory bird species, and general wildlife species; wetland habitat; and potential cultural resources concerns. A list of ESA-listed species for Gooding County was obtained from the U.S. Fish and Wildlife Services (USFWS) web site, and a list of State sensitive species was obtained from Idaho Fish and Game prior to conducting the field visit. A Class I cultural survey was completed by obtaining a list of previously conducted surveys and known cultural resource sites from the State Historic Preservation Office (SHPO).

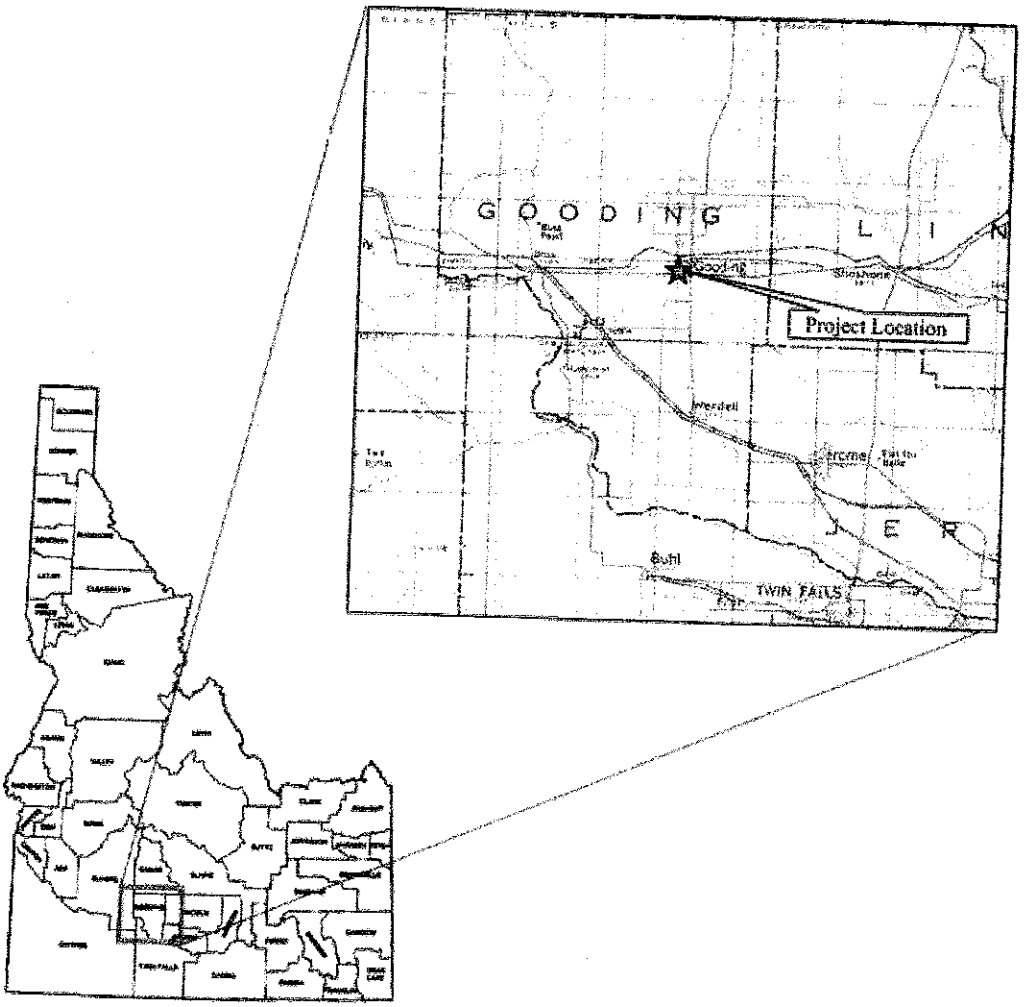


Figure 1. General location of the project area.

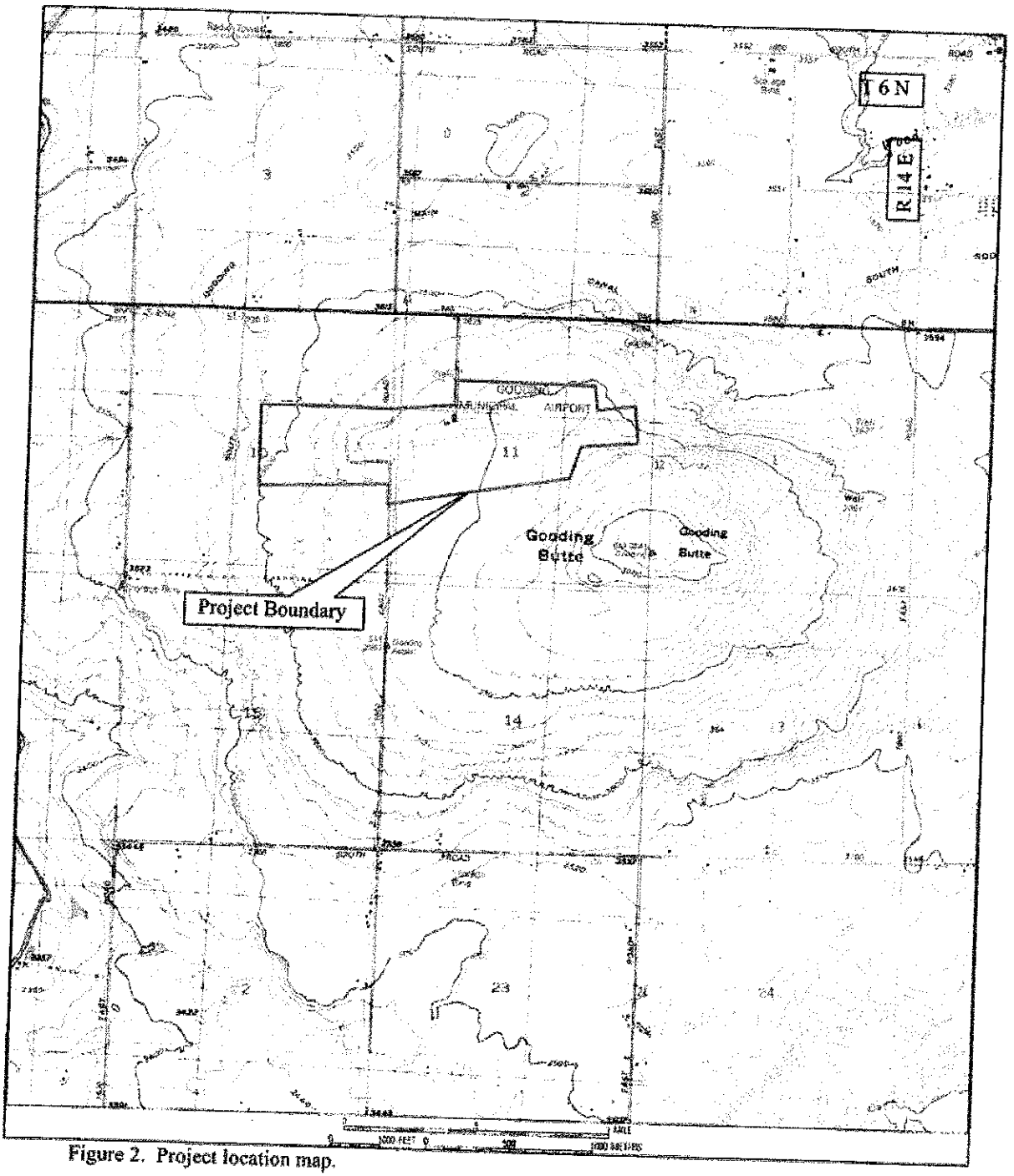


Figure 2. Project location map.

Figure 3. Aerial photograph (2003) of project area.

FINDINGS

General Habitat Characteristics

The majority (approximately 85%) of the project area contains previously disturbed and unmaintained areas dominated by invasive grasses (cheatgrass), shrub species (Wyoming big sagebrush and rabbitbrush) and other weed species (tansy mustard, kochia, and Russian thistle) (Figures 4 through 7). A small portion (approximately 15%) of the project area is currently being used for agriculture cash crops which provides very little habitat for wildlife species. At the time of the survey corn had been planted for harvest in the fall of 2008. The property is irrigated with circular sprinkler systems. Irrigation water for the agricultural fields is pumped from private water wells. Small areas on the edges of the fields, along irrigation structures, and at field entrances were dominated by weedy species such as cheatgrass, tumble mustard, Russian thistle, kochia, and other common roadside weeds. There were no wetland open water habitats within the project area.

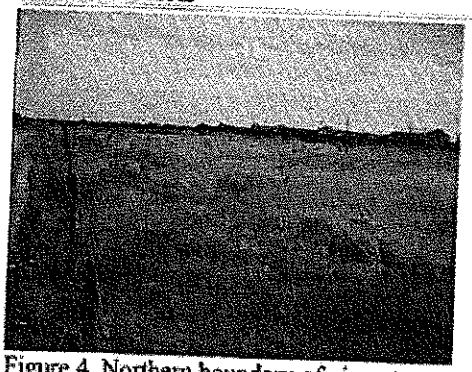


Figure 4. Northern boundary of airport property looking east.

Figure 5. Northeastern corner of project area facing south.

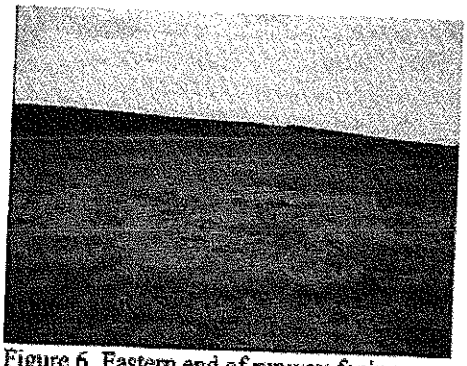


Figure 6. Eastern end of runway facing south.

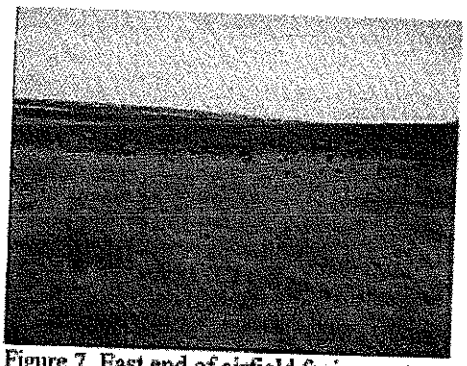


Figure 7. East end of airfield facing east.

ESA-listed Species

There are five ESA-listed species known or suspected to occur in Gooding County: Utah valvata snail (*Valvata utahensis*) (Endangered), Snake River physa snail (*Haitia* (*Physa*) *natricina*) (Endangered), Bliss Rapids snail (*Taylorconcha serpenticola*) (Threatened), Banbury Springs lanx (*Lanx* sp.) (Endangered) and yellow-billed cuckoo (*Coccyzus americanus*) (candidate). There is no suitable habitat for any of these species present within the project area and therefore none of the proposed activities associated with the Airport Layout Plan update would affect these species.

State Sensitive Species

The list of State sensitive species was reviewed to determine the potential for these species or their habitat to occur within the general proximity (i.e., a 10-mile radius) of the project area. These species are shown in Attachment 1. The likelihood of any of the mammals or the amphibian occurring within the project area is negligible due to the absence of suitable habitat; therefore the project would not affect these species. There is the potential for some of the bird species to fly over the project area, but the area is not anticipated to be used as nesting or breeding habitat. There is no open water habitat on site to provide habitat for any fish species

Jeff Shelton, an archaeologist with North Wind, Inc. (North Wind) examined the South Gooding Main Canal in relation to the potential future improvements to the Gooding Municipal Airport. Site IHSI 47017606 is outside of the current project area. It is eligible for the NRHP and will not be impacted by any of the proposed actions associated with the Airport Layout Plan Update.

Attachment I. State Sensitive Wildlife Species

Taxa	SRank	BLM	IDFG Classification
Bonneville Cutthroat Trout *Oncorhynchus clarkii utah*	S3	Type 2	Game Fish
Yellowstone Cutthroat Trout *Oncorhynchus clarkii bouvieri*	S2	Type 2	Game Fish
Bonneville Whitefish *Prosopium spilonotus*	S1	Type 2	Game Fish
Northern Leopard Frog *Rana pipiens*	S2	Type 2	Protected Nongame Species
Trumpeter Swan *Cygnus buccinator*	S1B,S2N	Type 3	Game Bird
Greater Sage-Grouse *Centrocercus urophasianus*	S2	Type 2	Game Bird
Sharp-tailed Grouse *Tympanuchus phasianellus*	S1	Type 3	Game Bird
American White Pelican *Pelecanus erythrorhynchos*	S1B	Type 2	Protected Nongame Species
White-faced Ibis *Plegadis chihi*	S2B	Type 4	Protected Nongame Species
Bald Eagle *Haliaeetus leucocephalus*	S3B S4N	Type 1	Protected Nongame Species
Swainson's Hawk *Buteo swainsoni*	S3B	Type 5	Protected Nongame Species
Ferruginous Hawk *Buteo regalis*	S3B	Type 3	Protected Nongame Species
Peregrine Falcon *Falco peregrinus*	S2B	Type 3	Protected Nongame Species
American Avocet *Recurvirostra americana*	S5B	None	Protected Nongame Species
Black Tern *Chlidonias niger*	S1B	Type 3	Protected Nongame Species
Flammulated Owl *Otus flammeolus*	S3B	Type 3	Protected Nongame Species
Lewis's Woodpecker *Melanerpes lewis*	S3B	Type 3	Protected Nongame Species
Virginia's Warbler *Vermivora virginiae*	S1B	Type 5	Protected Nongame Species
Brewer's Sparrow *Spizella breweri*	S3B	Type 3	Protected Nongame Species
Townsend's Big-eared Bat *Corynorhinus townsendii*	S3	Type 3	Protected Nongame Species
Pygmy Rabbit *Brachylagus idahoensis*	S2	Type 2	Upland Game Animal
Cliff Chipmunk *Neotamias dorsalis*	S1	Type 4	Protected Nongame Species

Listed below are definitions for interpreting conservation status ranks (GRanks and SRanks). These ranks reflect an assessment of the condition of the species statewide (SRank). Statewide ranks are assigned by the Idaho Conservation Data Center.

S1 Critically imperiled: at high risk because of extreme rarity (often 5 or fewer occurrences), rapidly declining numbers, or other factors that make it particularly vulnerable to rangewide extinction or extirpation.

S2 Imperiled: at risk because of restricted range, few populations (often 20 or fewer), rapidly declining numbers, or other factors that make it vulnerable to rangewide extinction or extirpation.

S3 Vulnerable: at moderate risk because of restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors that make it vulnerable to rangewide extinction or extirpation.

S4 Apparently secure: uncommon but not rare; some cause for long–term concern due to declines or other factors.

S5 Secure: common, widespread, and abundant.

Other ranks and rank qualifiers:

SU Unrankable: currently unrankable due to lack of information or due to substantially conflicting information about status or trends.

B Breeding: conservation status refers to the breeding population of the species.

N Nonbreeding: conservation status refers to the non–breeding population of the species.

M Migrant: migrant species occurring regularly on migration at particular staging areas or concentration spots where the species might warrant conservation attention. Conservation status refers to the aggregating transient population of the species.

The column titled "BLM" indicates designations assigned by the Bureau of Land Management. National policy directs State Directors to designate BLM sensitive species in cooperation with the State fish and wildlife agency (BLM manual 6840). The Idaho State BLM Office updated these designations in 2003. The sensitive species designation is normally used for species that occur on BLM public lands and for which BLM has the capability to significantly affect the conservation status of the species through management.

Type 1 Threatened, endangered, proposed and candidate: species listed by the FWS or NMFS as threatened or endangered, or proposed or candidates for listing under the Endangered Species Act of 1973.

Type 2 Rangewide/Globally imperiled: species that are experiencing significant declines throughout their range with a high likelihood of being listed in the foreseeable future due to their rarity and/or significant endangerment factors.

Type 3 Regional/ State imperiled: species that are experiencing significant declines in population or habitat and are in danger of regional or local extinctions in Idaho in the foreseeable future if factors contributing to their decline continues. This includes Idaho BLM sensitive species that (a) are not in Type 2, (b) have an S1 or S2 State rank (exception being a peripheral or disjunct species), or (c) score high (18 or greater) using the Criteria for Evaluating Animals for Sensitive Species Status or (d) other regional/national status evaluations (e.g., Partners in Flight scores) indicate significant declines.

Type 4 Peripheral: species that are generally rare in Idaho with the majority of their breeding range largely outside the state (Idaho Conservation Data Center 1994). This includes sensitive species that have an S1 or S2 state ranking, but are peripheral species to Idaho.

Type 5 Watch list: these species are not considered BLM sensitive species and associated sensitive species policy guidance does not apply. Watch list species include species that may be added to the sensitive species list depending on new information concerning threats, species' biology or statewide trends. The Watch List include species with insufficient data on population or habitat trends or the threats are poorly understood. However, there are indications that these species may warrant special status species designation and appropriate inventory or research efforts should be a management priority.

Designations assigned by the State are indicated in the column titled "Idaho Department of Fish and Game." The Idaho Fish and Game Commission is authorized under Sections 36–104(b) and 36–201, Idaho Code, to adopt rules concerning the taking of wildlife species and the classification of all wildlife in the state of Idaho. These rules are cited in full as IDAPA 13.01.06.000, et seq., Rules of the Idaho Fish and Game Commission, IDAPA 13.01.06, "Rules Governing Classification and Protection of Wildlife." These rules were last updated in 2005. Endangered: any native species in danger of extinction throughout all or a significant portion of its Idaho range.

Threatened: any native species likely to be classified as Endangered within the foreseeable future throughout all or a significant portion of its Idaho range.

Game Species: those species of wildlife classified as Big Game Animals, Upland Game Animals, Game Birds, Migratory Birds, Game Fish, Crustacea, or Furbearing Animals may be taken only in accordance with Idaho law and rules established by the Idaho Fish and Game Commission.

Protected Nongame and Threatened or Endangered Species : no person shall take or possess those species of wildlife classified as Protected Nongame, or Threatened or Endangered at any time or in any manner, except as provided in Sections 36–106(e) and 36–1107, Idaho Code, by Commission rule, or IDAPA 13.01.10, "Rules Governing the Importation, Possession, Release, Sale, or Salvage of Wildlife," Subsection 100.06.b. Protected Nongame status is not intended to prevent unintentional take of these species, protection of personal health and/or safety, limit property and building management, or prevent management of animals to address public health concerns or agricultural damage.

Unprotected and Predatory Wildlife: those species of wildlife classified as Unprotected Wildlife and Predatory Wildlife may be taken in any amount, at any time, and in any manner not prohibited by state or federal law, by holders of the appropriate valid Idaho hunting, trapping, or combination hunting and fishing licenses, provided such taking is not in violation of state, county, or city laws, ordinances, or regulations.

Appendix D

Review Agency Correspondence

ENVIRONMENTAL REVIEW LETTERS:

The following list of agencies was contacted by letter for their input and responses for the Gooding Municipal Airport Environmental Review:

Wood River Resources RC&D Project (Social Impacts)
1313 Avenue East
Gooding, ID 83330

Natural Resources Conservation Service (Farmlands)
Gooding SCD
820 Main Street
Gooding, ID 83330-6155

Idaho Power Company (Future Service Impacts)
Gooding Office (Existing & Future Planned Facilities)
Attn: Bud Garmendia
422 Main
Gooding, ID 83330

Intermountain Gas Company (Future Service Impacts)
687 Blue Lakes Blvd N. (Existing & Future Planned Facilities)
Twin Falls, ID 83301

Idaho Fish & Game (Biotic Resources)
Attn: Engineering
P.O. Box 25
Boise, ID 83707

Gooding County Commissioners (Floodplains)
624 Main Street (Social Impacts)
Gooding, ID 83330

Gooding County Planning & Zoning (Compatible Land Use)
Judy Davis
P.O. 417
Gooding, ID 83330

Gooding Fire Department (Hazardous Materials)
Pat Bishop
422 Idaho Street
Gooding, ID 83330

Idaho Department of Water Resources (Water Quality)
Southern Regional Office
1341 Fillmore St. Suite 200
Twin Falls, ID 83301-3380

US EPA (Construction Impacts)
Idaho Operations Office (Environmental Justice)
1435 North Orchard Street (Hazardous Materials)
Boise, ID 83706 (Noise Quality)

DEQ Twin Falls (Water Quality)
Regional Office
Water Quality Department
1363 Fillmore Street
Twin Falls, ID 83301

DEQ Twin Falls (Air Quality)
Regional Office
Air Quality Department
1363 Fillmore Street
Boise, ID 83301

Idaho Department of Lands (Biotic Resources)
South Central
319 S 417 E
US Hwy 93 Business Park
Jerome, ID 83338

Idaho State Historical Society (Historic Properties)
SHPO
210 Main Street
Boise, ID 83702-7264

US Fish & Wildlife Service (Endangered & Threatened Species)
1387 S. Vinnell Way Suite 368 (Wild & Scenic Rivers)
Boise, ID 83709 (Biotic Resources)

Bureau of Land Management (Wild & Scenic Rivers)
Shoshone Field Office
400 West F Street
Shoshone, ID 83352

South Central District Health Department (Social Impacts)
Vonia Jackson
145 7th Ave East
Gooding, ID 83330

US Army Corps of Engineers (Wetlands)
Boise Regional Office
Attn: Nicholle Braspennickx
10095 W. Emerald Street
Boise, ID 83704

Southern Idaho Solid Waste (Compatible Land Use)
1178 Hwy 25 (Solid Waste)
Jerome, ID 83338

Idaho Department of Health & Welfare (Social Impacts)
601 Pole Line Road
Twin Falls, ID 83301

Riedesel
ENGINEERING, INC.

June 18, 2008

Wood River Resources RC&D Project
1313 Avenue East
Gooding, ID 83330

RE: Gooding Municipal Airport
Airport Layout Plan Update

The City of Gooding is in the process of updating the Airport Layout Plan for the Gooding Municipal Airport and part of the undertaking includes an environmental review. The review will be used to determine if additional study, documentation, or mitigation will be necessary to complete future projects. Riedesel Engineering, Inc. has been retained to prepare the review.

The planned projects for the airport generally consist of extending Runway 07-25 to accommodate increased jet traffic, possibly on both ends, constructing an additional taxiway and hanger space on the south side of the runway, security fencing for the airport, and rehabilitation of existing airport facilities, i.e., runway, taxiway, aprons, and safety enhancements. We would appreciate you comments regarding the following issues with respect to development at the airport:

- Farmlands
- Social Impacts

Attached are two maps, one indicating the location of the airport (Township 6 South, Range 14 East, Sections 10 & 11, Boise Meridian), and the second showing the existing airport facilities and areas of potential future development.

Again, we are interested in any comments you may have concerning existing or potential environmental conflicts associated with the planned projects. Please send comments to: Jon Stroop, Riedesel Engineering, Inc., 2070 E. Commercial St. Suite A, Meridian, ID 83642, by Friday, August 4, 2008. If we do not hear from you by that date, we will assume that you have no comments. If you have any questions about the update, please call me at (208) 898-9165. Thank you for your assistance in this matter.

Sincerely,

Jon Stroop
Riedesel Engineering, Inc.
Meridian Office

202 Falls Avenue
Twin Falls, ID 83301
208/733-2446
Fax 208/734-2748

2070 E. Commercial Street, Suite A
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Fax 208/898-9166

77 Southway, Suite C
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208/743-3818
Fax 208/743-3819

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Riedesel
ENGINEERING, INC.

June 18, 2008

Natural Resources Conservation Service
Gooding SCD
820 Main Street
Gooding, ID 83330-6155

RE: Gooding Municipal Airport
Airport Layout Plan Update

The City of Gooding is in the process of updating the Airport Layout Plan for the Gooding Municipal Airport and part of the undertaking includes an environmental review. The review will be used to determine if additional study, documentation, or mitigation will be necessary to complete future projects. Riedesel Engineering, Inc. has been retained to prepare the review.

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- Farmlands

Attached are two maps, one indicating the location of the airport (Township 6 South, Range 14 East, Sections 10 & 11, Boise Meridian), and the second showing the existing airport facilities and areas of potential future development.

Again, we are interested in any comments you may have concerning existing or potential environmental conflicts associated with the planned projects. Please send comments to: Jon Stroop, Riedesel Engineering, Inc., 2070 E. Commercial St. Suite A, Meridian, ID 83642, by Friday, August 4, 2008. If we do not hear from you by that date, we will assume that you have no comments. If you have any questions about the update, please call me at (208) 898-9165. Thank you for your assistance in this matter.

Sincerely,

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Riedesel
ENGINEERING, INC.

August 8, 2008

Idaho Power Company
Gooding Office
Bud Garmendia
422 Main Street
Gooding, ID 83330

RE: Gooding Municipal Airport
Airport Layout Plan Update

The City of Gooding is in the process of updating the Airport Layout Plan for the Gooding Municipal Airport and part of the undertaking includes an environmental review. The review will be used to determine if additional study, documentation, or mitigation will be necessary to complete future projects. Riedesel Engineering, Inc. has been retained to prepare the review.

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- Future Service Impacts
- Existing & Future Planned Facilities

Attached are two maps, one indicating the location of the airport (Township 6 South, Range 14 East, Sections 10 & 11, Boise Meridian), and the second showing the existing airport facilities and areas of potential future development.

Again, we are interested in any comments you may have concerning existing or potential environmental conflicts associated with the planned projects. Please send comments to: Jon Stroop, Riedesel Engineering, Inc., 2070 E. Commercial St. Suite A, Meridian, ID 83642, by Friday, September 12, 2008. If we do not hear from you by that date, we will assume that you have no comments. If you have any questions about the update, please call me at (208) 898-9165. Thank you for your assistance in this matter.

Sincerely,

Jon Stroop

202 Falls Avenue
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Riedesel
ENGINEERING, INC.

June 18, 2008

Intermountain Gas Company
687 Blue Lakes Blvd N.
Twin Falls, ID 83301

RE: Gooding Municipal Airport
Airport Layout Plan Update

The City of Gooding is in the process of updating the Airport Layout Plan for the Gooding Municipal Airport and part of the undertaking includes an environmental review. The review will be used to determine if additional study, documentation, or mitigation will be necessary to complete future projects. Riedesel Engineering, Inc. has been retained to prepare the review.

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- Future service impacts
- Existing & future planned facilities in the area

Attached are two maps, one indicating the location of the airport (Township 6 South, Range 14 East, Sections 10 & 11, Boise Meridian), and the second showing the existing airport facilities and areas of potential future development.

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Riedesel
ENGINEERING, INC.

June 18, 2008

Idaho Fish & Game
Attn: Engineering
P.O. Box 25
Boise, ID 83707

RE: Gooding Municipal Airport
Airport Layout Plan Update

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- Biotic Resources

Attached are two maps, one indicating the location of the airport (Township 6 South, Range 14 East, Sections 10 & 11, Boise Meridian), and the second showing the existing airport facilities and areas of potential future development.

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Riedesel
ENGINEERING, INC.

June 18, 2008

Gooding County Commissioners
624 Main Street
Gooding, ID 83330

RE: Gooding Municipal Airport
Airport Layout Plan Update

The City of Gooding is in the process of updating the Airport Layout Plan for the Gooding Municipal Airport and part of the undertaking includes an environmental review. The review will be used to determine if additional study, documentation, or mitigation will be necessary to complete future projects. Riedesel Engineering, Inc. has been retained to prepare the review.

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- Floodplains
- Social Impacts

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Riedesel
ENGINEERING, INC.

June 18, 2008

Gooding County Planning & Zoning
Attn: Judy Davis
P.O. 417
Gooding, ID 83330

RE: Gooding Municipal Airport
Airport Layout Plan Update

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- Compatible Land Use

Attached are two maps, one indicating the location of the airport (Township 6 South, Range 14 East, Sections 10 & 11, Boise Meridian), and the second showing the existing airport facilities and areas of potential future development.

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Riedesel
ENGINEERING, INC.

June 18, 2008

Gooding Fire Department
Pat Bishop
422 Idaho Street
Gooding, ID 83330

RE: Gooding Municipal Airport
Airport Layout Plan Update

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- Hazardous Materials

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Riedesel
ENGINEERING, INC.

June 18, 2008

Idaho Department of Water Resources
Southern Regional Office
1341 Fillmore St. Suite 200
Twin Falls, ID 83301-3380

RE: Gooding Municipal Airport
Airport Layout Plan Update

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- Water Quality

Attached are two maps, one indicating the location of the airport (Township 6 South, Range 14 East, Sections 10 & 11, Boise Meridian), and the second showing the existing airport facilities and areas of potential future development.

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Meridian Office

202 Falls Avenue
Twin Falls, ID 83301
208/733-2446
Fax 208/734-2748

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Riedesel
ENGINEERING, INC.

June 18, 2008

US EPA
Idaho Operations Office
1435 North Orchard Street
Boise, ID 83706

RE: Gooding Municipal Airport
Airport Layout Plan Update

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- Construction Impacts
- Environmental Justice
- Hazardous Materials
- Noise Quality

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Riedesel
ENGINEERING, INC.

June 18, 2008

DEQ Twin Falls
Regional Office
Water Quality Department
1363 Fillmore Street
Twin Falls, ID 83301

RE: Gooding Municipal Airport
Airport Layout Plan Update

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Riedesel
ENGINEERING, INC.

June 18, 2008

Idaho Department of Lands
South Central
319 S 417 E
US Hwy 93 Business Park
Jerome, ID 83338

RE: Gooding Municipal Airport
Airport Layout Plan Update

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- Biotic Resources

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Riedesel
ENGINEERING, INC.

June 18, 2008

Idaho State Historical Society
SHPO
210 Main Street
Boise, ID 83702-7264

RE: Gooding Municipal Airport
Airport Layout Plan Update

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- Historic Properties

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Riedesel
ENGINEERING, INC.

June 18, 2008

US Fish & Wildlife Service
1387 S. Vinnell Way Suite 368
Boise, ID 83709

RE: Gooding Municipal Airport
Airport Layout Plan Update

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- Endangered & threatened Species
- Wild & Scenic Rivers
- Biotic Resources

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Riedesel
ENGINEERING, INC.

June 18, 2008

Bureau of Land Management
Shoshone Field Office
400 West F Street
Shoshone, ID 83352

RE: Gooding Municipal Airport
Airport Layout Plan Update

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Fax 208/743-3819

www.riedeseleng.com
riedesel@riedeseleng.com

Riedesel
ENGINEERING, INC.

June 18, 2008

South Central District Health Department
Vonia Jackson
145 7th Ave East
Gooding, ID 83330

RE: Gooding Municipal Airport
Airport Layout Plan Update

The City of Gooding is in the process of updating the Airport Layout Plan for the Gooding Municipal Airport and part of the undertaking includes an environmental review. The review will be used to determine if additional study, documentation, or mitigation will be necessary to complete future projects. Riedesel Engineering, Inc. has been retained to prepare the review.

The planned projects for the airport generally consist of extending Runway 07-25 to accommodate increased jet traffic, possibly on both ends, constructing an additional taxiway and hanger space on the south side of the runway, security fencing for the airport, and rehabilitation of existing airport facilities, i.e., runway, taxiway, aprons, and safety enhancements. We would appreciate you comments regarding the following issues with respect to development at the airport:

- Social Impacts

Attached are two maps, one indicating the location of the airport (Township 6 South, Range 14 East, Sections 10 & 11, Boise Meridian), and the second showing the existing airport facilities and areas of potential future development.

Again, we are interested in any comments you may have concerning existing or potential environmental conflicts associated with the planned projects. Please send comments to: Jon Stroop, Riedesel Engineering, Inc., 2070 E. Commercial St. Suite A, Meridian, ID 83642, by Friday, August 4, 2008. If we do not hear from you by that date, we will assume that you have no comments. If you have any questions about the update, please call me at (208) 898-9165. Thank you for your assistance in this matter.

Sincerely,

Jon Stroop
Riedesel Engineering, Inc.
Meridian Office

202 Falls Avenue
Twin Falls, ID 83301
208/733-2446
Fax 208/734-2748

2070 E. Commercial Street, Suite A
Meridian, ID 83642
208/898-9165
Fax 208/898-9166

77 Southway, Suite C
Lewiston, ID 83501
208/743-3818
Fax 208/743-3819

www.riedeseleng.com
riedeselеriedeseleng.com

Riedesel
ENGINEERING, INC.

June 18, 2008

US Army Corps of Engineers
Attn: Nicholle Rowell
9723 East Highway 21
Boise, ID 83716

RE: Gooding Municipal Airport
Airport Layout Plan Update

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- Wetlands

Attached are two maps, one indicating the location of the airport (Township 6 South, Range 14 East, Sections 10 & 11, Boise Meridian), and the second showing the existing airport facilities and areas of potential future development.

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208/743-3818
Fax 208/743-3819

www.riedeseleng.com ♦ riedesel@riedeseleng.com

Riedesel
ENGINEERING, INC.

June 18, 2008

Southern Idaho Solid Waste
1178 Hwy 25
Jerome, ID 83338

RE: Gooding Municipal Airport
Airport Layout Plan Update

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- Compatible Land Use
- Solid Waste

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208/733-2446
Fax 208/734-2748

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208/743-3818
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www.riedeseleng.com

riedesel@riedeseleng.com

Riedesel
ENGINEERING, INC.

June 18, 2008

Idaho Department of Health & Welfare
601 Pole Line Road
Twin Falls, ID 83301

RE: Gooding Municipal Airport
Airport Layout Plan Update

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www.riedeseleng.com
riedesel@riedeseleng.com

Appendix E

Review Agency Responses

United States Department of the Interior
FISH AND WILDLIFE SERVICE
Snake River Fish and Wildlife Office
1387 S. Vinnell Way, Room 368
Boise, Idaho 83709
Telephone (208) 378-5243
http://www.fws.gov/idaho

AUG 0 5 2008

Jon Stroop
Riedesel Engineering, Inc.
2070 E. Commercial Street, Suite A
Meridian, Idaho 83642

Subject: Gooding Municipal Airport—Gooding County, Idaho—Species List
File #970.2500 14420-2008-SL-0494

Dear Mr. Stroop:

The Fish and Wildlife Service (Service) is writing in response to your request for information about the potential impacts to endangered, threatened, proposed, and/or candidate species, or designated critical habitat from the proposed airport improvement project. The Service has not identified any issues that indicate that consultation under section 7 of the Endangered Species Act of 1973, as amended, is needed for this project. This finding is based on our understanding of the nature of the project, local conditions, and/or current information indicating that no listed species are present.

Air strikes have the potential to affect migratory birds, which are afforded protection under the Migratory Bird Treaty Act (MBTA) (40 Stat. 755; 16 U.S.C. 703-7 12). In addition to considering the potential impacts of the proposed project to listed species, we recommend that you identify and implement measures to assure the project complies with the MBTA. For additional information on migratory birds and airport operations, see the 2003 Memorandum of Agreement at the following website: http://wildlife-mitigation.tc.faa.gov/public_html/moa.pdf.

If you require further assistance, please contact Barbara Chaney at (208) 378-5259. Thank you for your interest in endangered species conservation.

Sincerely,

Gary L Burton

for Jeffery L. Foss, Field Supervisor
Snake River Fish and Wildlife Office

TAKE PRIDE IN AMERICA

Gooding Fire Department

422 Idaho St. • Gooding, Idaho 83330-1259 • 208-934-8348 • Fax: 208-934-0994

August 5, 2008

Riedesel Engineering, Inc
Attn: John Stroop
2070 E. Commercial, Suite A
Meridian, ID 83641

Mr. Stroop,

The Gooding Airport has been used by aircraft for 60 or more years. The past 35-40 years it has been used by agriculture spraying companies for the application of insecticides and pesticides. The Gooding Fire Department has not been called for a hazardous materials spill in the 32 years I have been Fire Chief. We did respond to a fuel spill 35 years ago. This was from an over filling of fuel on a airplane.

A more important issue at he Gooding Airport that concerns the Gooding Fire Department is the available water supply for fighting a fire. As development continues the water supply issue becomes more acute. At the present time there is no water system available on site for the fire department to use.

Thank you for the opportunity to comment on the Gooding Airport Layout Plan. If I can be of further assistance please call.

Sincerely,

Pat Bishop, Fire Chief
Gooding City Fire Department
Gooding Rural Fire District

Jon Stroop

From: Balthasar.Buhidar@deq.idaho.gov
Sent: Tuesday, August 05, 2008 11:50 AM
To: Jon Stroop
Cc: Balthasar.Buhidar@deq.idaho.gov; Bill.Allred@deq.idaho.gov
Subject: DEQ Comments on the City of Gooding Municipal Airport Expansion

Jon:

DEQ's comments are primarily based on total maximum daily load (TMDL) issues and a preliminary review of the proposed project. DEQ understands that the project:

- Will not involve connections to sewerage or drinking water.
- Will not involve or penetrate into the South Main Canal or its loop around the airport and expansion.
- But may involve smaller drainages; however, these drainages will not affect the South Main Canal.

Therefore, DEQ's comments on the expansion of the City of Gooding Municipal Airport are as follows:

Comment 1. Adherence to Water Quality Standards. The proposed project shall be constructed in a manner, which will not violate Idaho's Water Quality Standards as set forth in IDAPA §58.01.02. All fill and construction materials not used in the project shall be removed and disposed of in a manner which will prevent their entry into waters of the State of Idaho and potentially violate water quality standards. No unprotected erodible material shall be exposed to flowing water during the project.

Comment 2. Construction General Permit. DEQ understands that the proposed project consists of approximately 176 acres; therefore a Construction General Permit is required. In order to protect the quality and beneficial uses of surface waters from pollution in stormwater runoff from construction sites, construction activities (including other land-disturbing activities) that disturb one acre or more must obtain permit coverage for discharges of storm runoff. Operators of regulated construction sites in Idaho are required to develop and implement stormwater pollution prevention plans (SWPPPs) and to obtain permit coverage from the U.S. Environmental Protection Agency. A Notice of Intent (NOI) must be submitted for stormwater discharges associated with construction activities under an NPDES General Permit. See http://www.epa.gov/npdes/stormwater/cgp. In addition, under the General Provisions of DEQ's No Net Increase Policy (DEQ PM 98-2, effective 1998), DEQ has the authority to review SWPPPs for adequacy and compliance with the provisions of IDAPA §58.01.02.054. Should these plans be deemed inadequate, DEQ will notify the EPA who is responsible for enforcement and/or corrective actions.

Comment 3. Best Management Practices. The best management practices must be designed, implemented and maintained by the permittee to fully protect and maintain the beneficial uses of waters of the state. Furthermore, the permittee must monitor and evaluate best management practices effectiveness during project construction to determine if water quality standards are being met. If there are indications that water quality standards are not being met (such as a plume of suspended material), then the best management practices must be modified as necessary to ensure compliance with water quality standards. Approved best management practices for specific activities (such as mining, forestry, stream channel alteration) are codified in IDAPA §58.01.02.350. In addition, IDEQ has a catalog of stormwater best management practices that is available on-line at: http://www.deq.idaho.gov/water/data_reports/storm_water/catalog/index.cfm. This catalog presents a variety of best management practices that can be used to control erosion and sediment during and after construction. Other sources of information are also available and may be used for selecting appropriate best management practices.

Comment 4. Hazardous and Deleterious Materials. Hazardous and deleterious materials (e.g. oil, gasoline, chemicals, trash and sawdust) must not be stored, disposed of, or accumulated adjacent to or in the immediate vicinity of waters of the state unless adequate measures and controls are provided to ensure that those materials will not enter waters of the state. Relative to potential spills and releases from fuels, gasoline, diesel, oils and greases or similar materials: (1) any spill less than 25 gallons must be cleaned up within 24

hours of the release but does not require reporting to IDEQ; (2) any spill greater than or equal to 25 gallons must be cleaned up within 24 hours of the release and reported to IDEQ by calling 1-800-632-8000 (Idaho State Command Center); and (2) any release that causes a sheen in waters of the state or waters of the U. S. must be reported to the National Response Center at 1-800-424-8802.

Comment 5. Work Responsibility. It is the responsibility of the City and/or the City's Authorized Agent and/or the City's Contractor to conduct the proposed work in a prudent and responsible manner; and that such work complies with the protection of water quality standards as referenced in Comment 1.

If you have any questions, please feel contact me directly.

Best Regards,

Dr. Balthasar B. Buhidar, Ph.D.
Regional Manager - Water Quality Protection
Idaho Department of Environmental Quality
Twin Falls Regional Office
1363 Fillmore Street
Twin Falls, ID 83301

Tel: (208) 736-2190
Fax: (208) 736-2194
Email: Balthasar.Buhidar@deq.idaho.gov

"The future is predetermined by the character of those who shape it."

Notice: This electronic message and any attachments contain information from the State of Idaho, Department of Environmental Quality and may be privileged, confidential or otherwise protected from disclosure. Persons who share such information with unauthorized individuals may face penalties under state and federal law. If you received this electronic message in error, please reply to the sender and then immediately delete this message. Please note that if this message was forwarded or is a reply, some or all of the contents of this message or any attachments may have been altered. Thank you.

(END)

IDAHO STATE HISTORICAL SOCIETY

"The History and Preservation People"

Our mission: to educate through the identification, preservation, and interpretation of Idaho's cultural heritage.

www.idahohistory.net

C.L. "Butch" Otter
Governor of Idaho

Janet L. Gallimore
Executive Director

Administration
2205 Old Penitentiary Road
Boise, Idaho 83712-8250
Office: (208) 334-2682
Fax: (208) 334-2774

Archaeological Survey of Idaho
210 Main Street
Boise, Idaho 83702-7264
Office: (208) 334-3847
Fax: (208) 334-2775

Historical Museum and Education Programs
610 North Julia Davis Drive
Boise, Idaho 83702-7695
Office: (208) 334-2120
Fax: (208) 334-4059

Historic Preservation Office
210 Main Street
Boise, Idaho 83702-7264
Office: (208) 334-3861
Fax: (208) 334-2775

Historic Sites Office
2445 Old Penitentiary Road
Boise, Idaho 83712-8254
Office: (208) 334-2844
Fax: (208) 334-3225

Public Archives and Research Library
2205 Old Penitentiary Road
Boise, Idaho 83712-8250

Public Archives
Office: (208) 334-2620
Fax: (208) 334-2626

Research Library
Office: (208) 334-3356
Fax: (208) 334-3198

Oral History
Office: (208) 334-3863
Fax: (208) 334-3198

DATE: July 30, 2008
TO: Jon Stroop, Riedesel Engineering, Inc., Meridian
FEDERAL AGENCY: Other
PROJECT NAME: Airport Improvements, Gooding Municipal Airport, Idaho.

Section 106 Evaluation

	The field work and documentation presented in this report meet the Secretary of the Interior's Standards.
X	No additional investigations are recommended; project can proceed as planned.
	Additional information is required to complete the project review. (See comments.)
	Additional investigations are recommended. (See comments.)

Identification of Historic Properties (36 CFR 800.4):

X	No historic properties were identified within the project area.
	Property is not eligible. Reason:
	Property is listed in National Register of Historic Places.
	Property is eligible for listing in the National Register of Historic Places. Criterion: A B C D Context for evaluation:
X	*No historic properties* will be affected within project area.

Assessment of Adverse Effects (36 CFR 800.5):

	Project will have *no adverse effect* on historic properties.
	Project will have an *adverse effect* on historic properties; further consultation is recommended.

Comments:

Thank you for requesting our office's comments while in the planning stages and prior to construction. Please notify our office immediately if archaeological remains are discovered during project construction. If I can answer any questions or be of further assistance, please contact me at (208) 334-3847 ext. 107 or Shelby Day at ext. 109.

for Shelby Day

Susan Pengilly, Deputy SHPO
State Historic Preservation Office

7/30/2008
Date

The Idaho State Historical Society is an Equal Opportunity Employer.

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Shoshone Field Office
400 West F Street
Shoshone, Idaho 83352-5284
(208) 732-7200
http://www.id.blm.gov/shoshone

TAKE PRIDE IN AMERICA

In Reply Refer To: 8300

July 22, 2008

Jon Stroop
Riedesel Engineering, Inc.
2020 E. Commercial Street, Suite A
Meridian, ID 83642

Dear Mr. Stroop,

Thank you for contacting BLM regarding Wild and Scenic River issues in your project area.

There are no Wild and Scenic River segments within the Gooding Municipal Airport Layout Plan project area, or on any adjacent lands as described in your letter. Because of this BLM has no concerns regarding Wild and Scenic River resources for this project. Additionally, no public lands administered by BLM occur on or adjacent to this project area.

Thank you for your letter, and please contact me with any additional questions or concerns.

Sincerely,

David Freiberg
Outdoor Recreation Planner

Appendix F

Notice of Proposed Construction/Alteration
Form 7460-1

Please Type or Print on This Form

Form Approved OMB No. 2120-0001

U.S. Department of Transportation
Federal Aviation Administration

Failure To Provide All Requested Information May Delay Processing of Your Notice

Notice of Proposed Construction or Alteration

FOR FAA USE ONLY
Aeronautical Study Number
- - -

1. Sponsor *(person, company, etc. proposing this action)* :
Attn. of: _____
Name: _____
Address: _____
_____
City: _____ State: _____ Zip: _____
Telephone: _____ Fax: _____
E-mail Address: _____

2. Sponsor's Representative *(if other than #1)* :
Attn. of: _____
Name: _____
Address: _____
_____
City: _____ State: _____ Zip: _____
Telephone: _____ Fax: _____
E-mail Address: _____

3. Notice of: ☐ New Construction ☐ Alteration ☐ Existing

4. Duration: ☐ Permanent ☐ Temporary (months, days)

5. Work Schedule: Beginning _____ End _____

6. Type: ☐ Antenna Tower ☐ Crane ☐ Building ☐ Power Line
☐ Landfill ☐ Water Tank ☐ Other _____

7. Marking/Painting and/or Lighting Preferred:
☐ Red Lights and Paint ☐ Dual - Red and Medium Intensity White
☐ White - Medium Intensity ☐ Dual - Red and High Intensity White
☐ White - High Intensity ☐ Other _____

8. FCC Antenna Structure Registration Number *(if applicable)*:
_____

9. Latitude: _____ ° _____ ' _____ . _____ "

10. Longitude: _____ ° _____ ' _____ . _____ "

11. Datum: ☐ NAD 83 ☐ NAD 27 ☐ Other _____

12. Nearest: City: _____ State: _____

13. Nearest Public-use (not private-use) or Military Airport or Heliport:
_____

14. Distance from #13. to Structure: _____

15. Direction from #13. to Structure: _____

16. Site Elevation *(AMSL)*: _____ ft.

17. Total Structure Height *(AGL)*: _____ ft.

18. Overall height (#16. + #17.) *(AMSL)*: _____ ft.

19. Previous FAA Aeronautical Study Number (if applicable):
_____ - OE

20. Description of Location: (Attach a USGS 7.5 minute Quadrangle Map with the precise site marked and any certified survey.)

21. Complete Description of Proposal:

Frequency/Power (kW)	

Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of $1,000 per day until the notice is received, pursuant to 49 U.S.C., section 46301 (a).

I hereby certify that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to mark and/or light the structure in accordance with established marking and lighting standards as necessary.

Date	Typed or Printed name and Title of Person Filing Notice	Signature

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

§77.13 Construction or alteration requiring notice.

(a) Except as provided in §77.15, each sponsor who proposes any of the following construction or alteration shall notify the Administrator in the form and manner prescribed in §77.17:

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site.

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:

(i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a) (5) of this section with at least one runway more than 3,200 feet in actual length, excluding heliports.

(ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a) (5) of this section with its longest runway no more than 3,200 feet in actual length, excluding heliports.

(iii) 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in paragraph (a) (5) of this section.

(3) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) (1) or (2) of this section.

(4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of Subpart C of this part.

(5) Any construction or alteration on any of the following airports (including heliports):

(i) An airport that is available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement.

(ii) An airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and except for military airports, it is clearly indicated that that airport will be available for public use.

(iii) An airport that is operated by an armed force of the United States.

(b) Each sponsor who proposes construction or alteration that is the subject of a notice under paragraph (a) of this section and is advised by an FAA regional office that a supplemental notice is required shall submit that notice on a prescribed form to be received by the FAA regional office at least 48 hours before the start of construction or alteration.

(c) Each sponsor who undertakes construction or alteration that is the subject of a notice under paragraph (a) of this section shall, within 5 days after that construction or alteration reaches its greatest height, submit a supplemental notice on a prescribed form to the FAA regional office having jurisdiction over the region involved, if —

(1) The construction or alteration is more than 200 feet above the surface level of its site; or

(2) An FAA regional office advises him that submission of the form is required.

§77.15 Construction or alteration not requiring notice.

No person is required to notify the Administrator for any of the following construction or alteration:

(a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.

(b) Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure.

(c) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device, of a type approved by the Administrator, or an appropriate military service on military airports, the location and height of which is fixed by its functional purpose.

(d) Any construction or alteration for which notice is required by any other FAA regulation.

§77.17 Form and time of notice.

(a) Each person who is required to notify the Administrator under §77.13 (a) shall send one executed form set of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460-1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices.

(b) The notice required under §77.13 (a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates —

(1) The date the proposed construction or alteration is to begin.

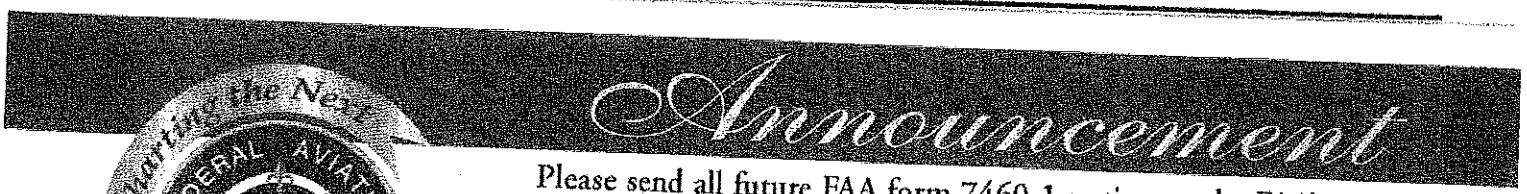
(2) The date an application for a construction permit is to be filed.

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to the FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

(c) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of this part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height, must contain a detailed showing, directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services, public health, or public safety that requires immediate construction or alteration, the 30 day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460-1 submitted within five (5) days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of §77.13, or both, shall send an executed copy of FAA Form 7460-2, Notice of Actual Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area involved.



Please send all future FAA form 7460-1 notices to the FAA's new...

EXPRESS PROCESSING CENTER

Federal Aviation Administration
Southwest Regional Office
Air Traffic Airspace Branch, ASW-520
2601 Meachan Blvd.
Fort Worth, TX 76137-4298
Phone: (817) 838-1990

Visit the FAA's new Obstruction Evaluation web site at *http://oeaaa.faa.gov*

INSTRUCTIONS FOR COMPLETING FAA FORM 7460-1

PLEASE TYPE or PRINT

ITEM #1. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #2. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #3. New Construction would be a structure that has not yet been built.
Alteration is a change to an existing structure such as the addition of a side mounted antenna, a change to the marking and lighting, a change to power and/or frequency, or a change to the height. The nature of the alternation shall be included in **ITEM #21** "Complete Description of Proposal". Existing would be a correction to the latitude and/or longitude, a correction to the height, or if filing on an existing structure which has never been studied by the FAA. The reason for the notice shall be included in **ITEM #21** "Complete Description of Proposal".

ITEM #4. If Permanent, so indicate. If Temporary, such as a crane or drilling derrick, enter the estimated length of time the temporary structure will be up.

ITEM #5. Enter the date that construction is expected to start and the date that construction should be completed.

ITEM #6. Please indicate the type of structure. **DO NOT LEAVE BLANK.**

ITEM #7. In the event that obstruction marking and lighting is required, please indicate type desired. If no preference, check "other' and indicate "no preference'. **DO NOT LEAVE BLANK.** *NOTE: High intensity lighting shall be used only for structures over 500'AGL.* In the absence of high intensity lighting for structures over 500' AGL, marking is also required.

ITEM #8. If this is an existing tower that has been registered with the FCC, enter the FCC Antenna Structure Registration number here.

ITEM #9. and **#10.** Latitude and longitude must be geographic coordinates, accurate to within the nearest second or to the nearest hundredth of a second if known. Latitude and longitude derived solely from **a hand-held GPS instrument is acceptable.** This data, when plotted, should match the site depiction submitted under **ITEM #20.**

ITEM #11. NAD 83 is preferred; however, latitude/longitude may be submitted in NAD 27. Also, in some geographic areas where NAD 27 and NAD 83 are not available other datums may be used. It is important to know which datum is used. **DO NOT LEAVE BLANK.**

ITEM #12. Enter the name of the nearest city/state to the site. If the structure is or will be in a city, enter the name of that city/state.

ITEM#13. Enter the full name of the nearest public-use (not private-use) airport (or heliport) or military airport (or heliport) to the site.

ITEM #14. Enter the distance **from** the airport or heliport listed in **#13 to the structure.**

ITEM #15. Enter the direction **from** the airport or heliport listed in **#13 to the structure.**

ITEM #16. Enter the site elevation above mean sea level and expressed in **whole feet** rounded to the nearest foot (e.g. 17' 3" rounds to 17', 17'6" rounds to 18'). This data should match the ground contour elevations for site depiction submitted under **ITEM #20.**

ITEM #17. Enter the total structure height **above ground level** in **whole feet** rounded to the **next highest foot** (e.g. 17'3" rounds to 18'). **The total structure height shall include anything mounted on top of the structure, such as antennas, obstruction lights, lightning rods, etc.**

ITEM #18. Enter the overall height above mean sea level and expressed in **whole feet.** This will be the total of **ITEM #16 + ITEM #17.**

ITEM #19. If an FAA aeronautical study was previously conducted, enter the previous study number.

ITEM #20. Enter the relationship of the structure to roads, airports, prominent terrain, existing structures, etc. Attach an 8-1/2" X 11" non-reduced copy of the appropriate 7.5 minute U.S. Geological Survey (USGS) Quadrangle Map MARKED WITH A PRECISE INDICATION OF THE SITE LOCATION. To obtain maps, Contact USGS at 1-888-275-8747 or via Internet at http://store.usgs.gov/. If available, attach a copy of a documented site survey with the surveyor's certification stating the amount of vertical and horizontal accuracy in feet.

ITEM #21.

- For transmitting stations, include maximum effective radiated power (ERP) and all frequencies.
- For antennas, include the type of antenna and center of radiation *(Attach the antenna pattern, if available).*
- For microwave, include azimuth relative to true north.
- For overhead wires or transmission lines, include size and configuration of wires and their supporting structures *(Attach depiction).*
- For **each** pole/support, include coordinates, site elevation, and structure height above ground level or water.
- For buildings, include site orientation, coordinates of **each** corner, dimensions, and construction materials,
- For alterations, explain the alteration thoroughly,
- For existing structures, thoroughly explain the reason for notifying the FAA *(e.g. corrections, no record of previous study, etc.).*

Filing this information with the FAA does not relieve the sponsor of this construction or alteration from complying with any other federal state or local rules or regulations. If you are not sure what other rules or regulations apply to your proposal, contact local/state aviation and zoning authorities.

Paperwork Reduction Work Act Statement: This information is collected to evaluate the effect of proposed construction or alteration on air navigation and is not confidential. Providing this information is mandatory for anyone proposing construction or alteration that meets or exceeds the criteria contained in 14 CFR , part 77. We estimate that the burden of this collection is an average 19 minutes per response. An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless R displays a currently valid OMB control number. The OMB control number for this collection is 2120-0001.

Appendix G

Pavement Condition Program/Pavement Maintenance Program

GOODING MUNICIPAL AIRPORT

This report describes how your pavement maintenance management program was developed. This program was developed as part of the Network Pavement Management Program project sponsored by the Idaho Transportation Department, Division of Aeronautics. The information and data contained in this report ensures you are in compliance with the requirements of Federal Aviation Administration (FAA) Grant Assurance Number 11 which states that any airport requesting federal funds for pavement improvement projects must have implemented a pavement maintenance management program (PMMP).

DATA COLLECTION

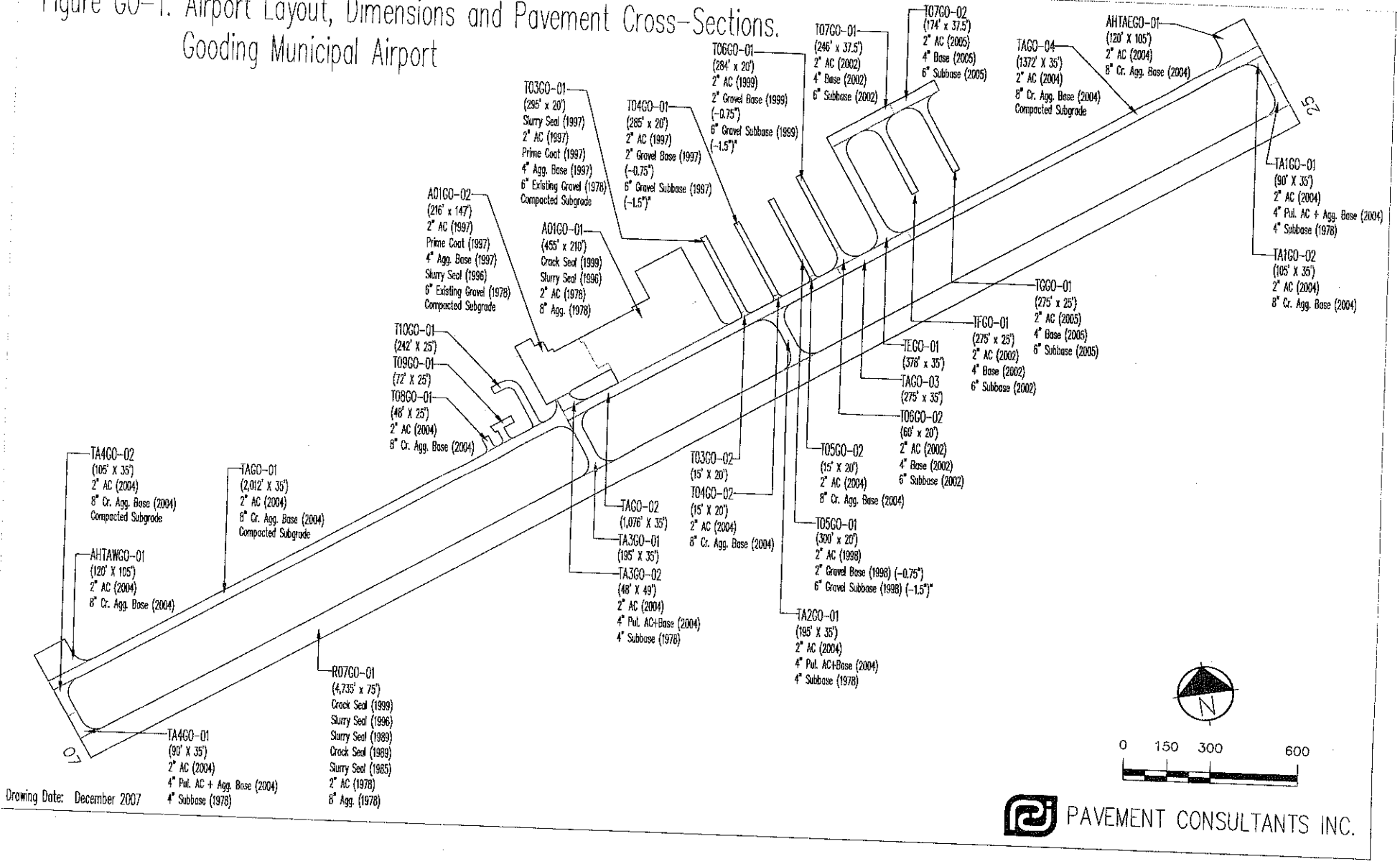
To determine how your pavements were constructed and their age, a records review was conducted. Figure GO-1 shows the records review results. This figure shows pavement boundaries, dimensions, pavement layer types, thicknesses and dates of construction. Table GO-1, provided in Appendix 1, contains the up-to-date cross-section information for each pavement section. The most recent construction date for each pavement can also be found in the Section Condition Report in Appendix 2. Figure GO-1, Table GO-1, and the information contained in Appendices 1 and 2 ensure that your airport complies with the "pavement inventory" requirement of FAA's PMMP guidelines.

The pavements at your airport were divided into branches, sections and sample units in accordance with the methodology outlined in the current edition of ASTM D5430, *Standard Test Method for Airport Condition Index Surveys.* The branches, sections and sample units established at your airport are shown in Figure GO-2. A Branch Condition Report showing all branches, their associated areas, and area-weighted average condition is provided in Appendix 2. Additionally, the Appendix 2 Section Condition Report provides information that the Micro PAVER pavement management software uses to define each branch and section.

Using the branch, section and sample unit divisions established, a visual condition survey was conducted at Gooding Municipal Airport on 9 November 2007. During the inspection pavement defects were identified and measured in accordance with the methodology outlined in ASTM D5430. Our inspection ensures your airport complies with the "detailed inspection" requirement of FAA's PMMP guidelines. After collection, the data were entered into the Micro PAVER software for analysis. These data are reproduced in the Re-Inspection Report attached in Appendix 2. Photographs of typical distresses observed during the inspections are provided in Appendix 3.

The Micro PAVER database updated during this project ensures your airport complies with the "record keeping and information retrieval" requirements of FAA's PMMP guidelines.

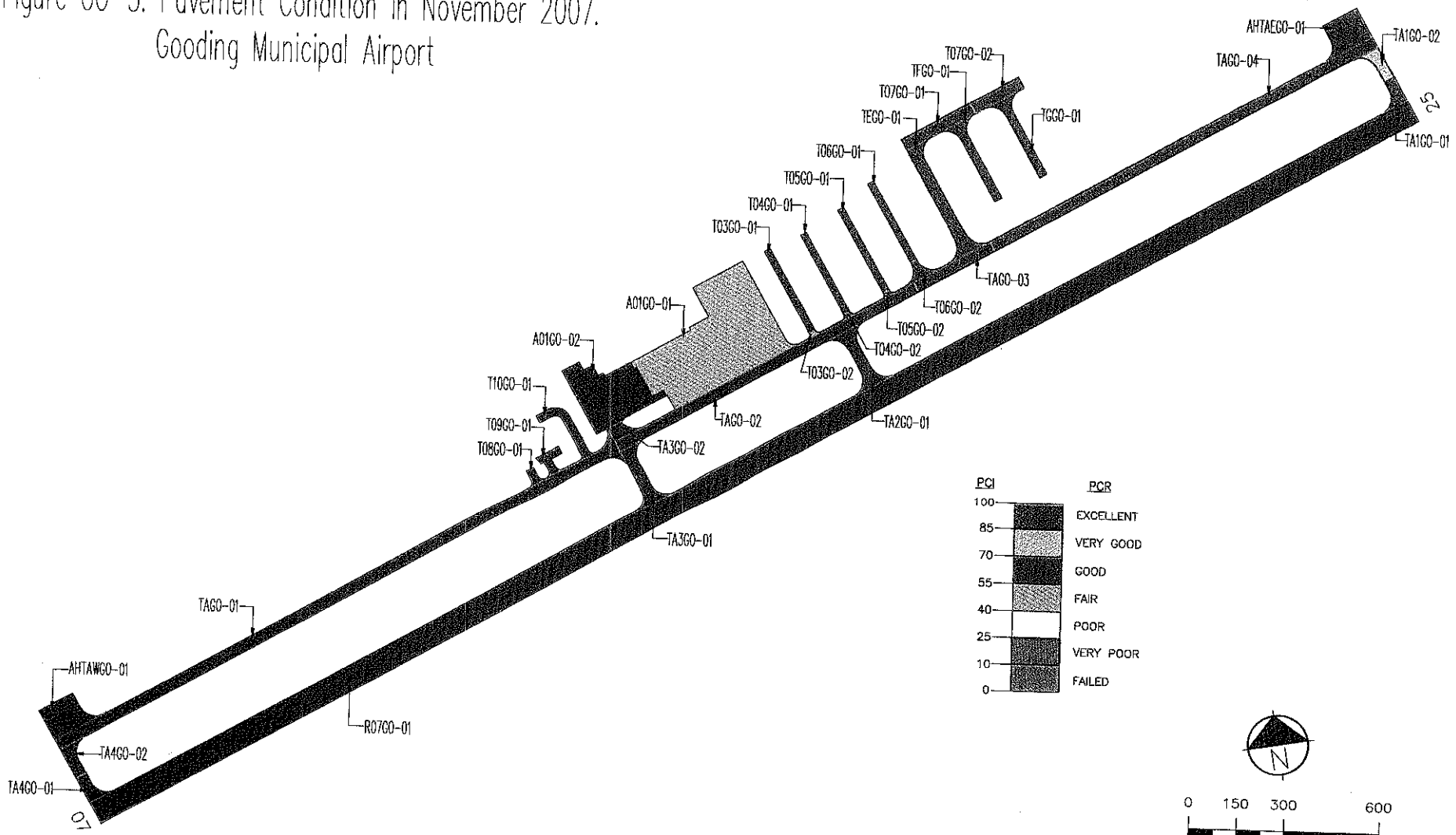
Figure GO-1. Airport Layout, Dimensions and Pavement Cross-Sections. Gooding Municipal Airport



Drawing Date: December 2007

PAVEMENT CONSULTANTS INC.

Figure GO-3. Pavement Condition in November 2007.
Gooding Municipal Airport



Drawing Date: December 2007

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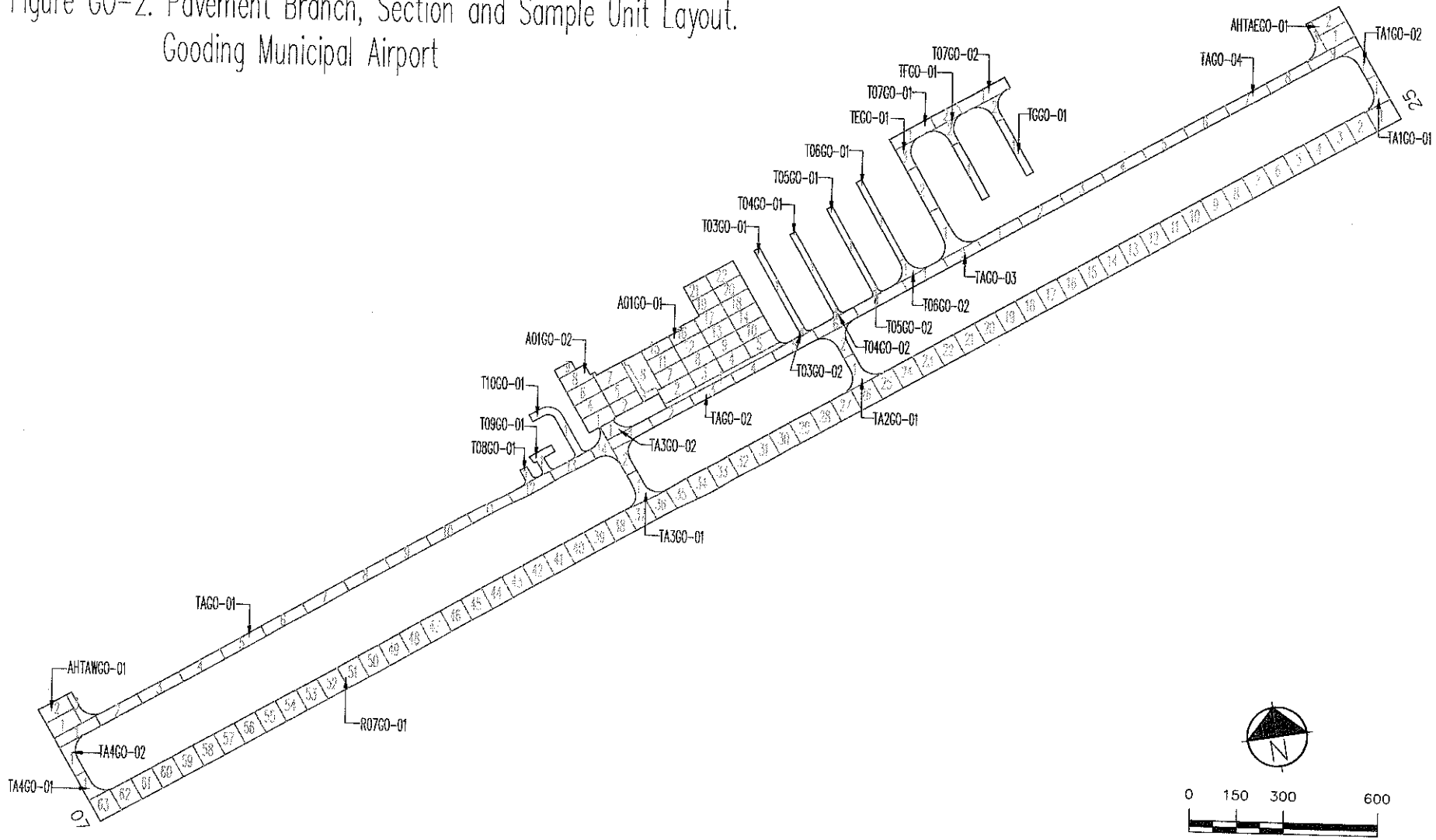
Figure GO-2. Pavement Branch, Section and Sample Unit Layout.
Gooding Municipal Airport



Drawing Date: December 2007

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RESULTS

Using the data collected during the visual inspection, the Micro PAVER software calculated a Pavement Condition Index (PCI) for each pavement section inspected by averaging the PCIs for inspected sample units. Using each section's PCI, a Pavement Condition Rating (PCR) was assigned. The PCIs and associated PCRs from this inspection are shown in Table GO-2. This table also contains projected PCIs for 2012 and 2017 based on pavement deterioration models developed by Micro PAVER using the inspection data from pavements in Idaho having the same surface types. The Branch Condition Report in Appendix 2 summarizes current pavement condition by branch while the Section Condition Report in Appendix 2 lists pavement condition by section. The current PCR is shown graphically in Figure GO-3.

Table GO-2. Present and Future Pavement Condition Indices.

Branch	Section	2007		2012		2017	
		PCI	PCR	PCI	PCR	PCI	PCR
A01GO	01	46	Fair	37	Poor	29	Poor
A01GO	02	97	Excellent	83	Very Good	70	Good
AHTAEGO	01	95	Excellent	81	Very Good	68	Good
AHTAWGO	01	98	Excellent	84	Very Good	70	Good
R07GO	01	64	Good	47	Fair	37	Poor
T03GO	01	96	Excellent	83	Very Good	72	Very Good
T03GO	02	85	Very Good	74	Very Good	63	Good
T04GO	01	95	Excellent	82	Very Good	72	Very Good
T04GO	02	86	Excellent	75	Very Good	64	Good
T05GO	01	92	Excellent	80	Very Good	69	Good
T05GO	02	88	Excellent	77	Very Good	66	Good
T06GO	01	95	Excellent	82	Very Good	72	Very Good
T06GO	02	92	Excellent	80	Very Good	69	Good
T07GO	01	98	Excellent	84	Very Good	74	Very Good
T07GO	02	100	Excellent	85	Very Good	75	Very Good
T08GO	01	89	Excellent	78	Very Good	67	Good
T09GO	01	94	Excellent	82	Very Good	71	Very Good
T10GO	01	100	Excellent	85	Very Good	75	Very Good
TA1GO	01	95	Excellent	82	Very Good	72	Very Good
TA1GO	02	84	Very Good	73	Very Good	62	Good

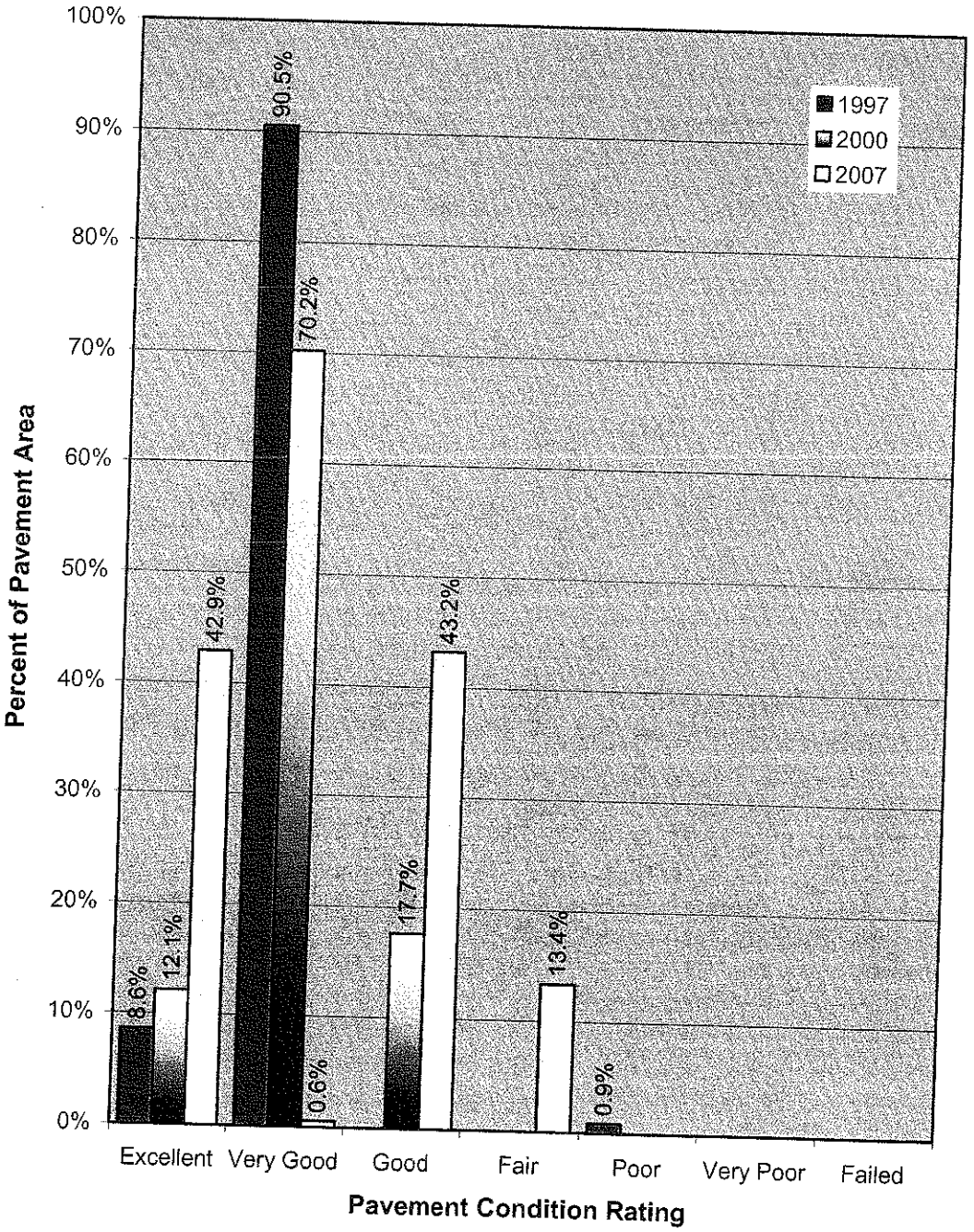
Table GO-2. Present and Future Pavement Condition Indices.

Branch	Section	2007		2012		2017	
		PCI	PCR	PCI	PCR	PCI	PCR
TA2GO	01	91	Excellent	79	Very Good	69	Good
TA3GO	01	92	Excellent	80	Very Good	69	Good
TA3GO	02	91	Excellent	79	Very Good	69	Good
TA4GO	01	89	Excellent	78	Very Good	67	Good
TA4GO	02	92	Excellent	80	Very Good	69	Good
TAGO	01	96	Excellent	83	Very Good	72	Very Good
TAGO	02	100	Excellent	85	Very Good	75	Very Good
TAGO	03	94	Excellent	82	Very Good	71	Very Good
TAGO	04	98	Excellent	84	Very Good	74	Very Good
TEGO	01	96	Excellent	83	Very Good	72	Very Good
TFGO	01	99	Excellent	85	Very Good	74	Very Good
TGGO	01	100	Excellent	85	Very Good	75	Very Good

Section PCIs at the airport range from a low of 46 (a PCR of "Fair") to a high of 100 (a PCR of "Excellent"). The area-weighted average PCI for all airport pavements is 76, corresponding to an overall PCR of "Very Good". Figure GO-4 shows how much pavement area is associated with each Pavement Condition Rating category and also shows pavement condition distribution from the inspections conducted in 1997 and 2000. A graphical representation of the projected PCRs presented in Table GO-2 is shown in Figure GO-5.

The primary distresses observed during the inspection were longitudinal and transverse cracking, and alligator cracking, with isolated occurrences of patching, and weathering/ raveling.

Figure GO-4. Distribution of Pavement Condition
Gooding Municipal Airport



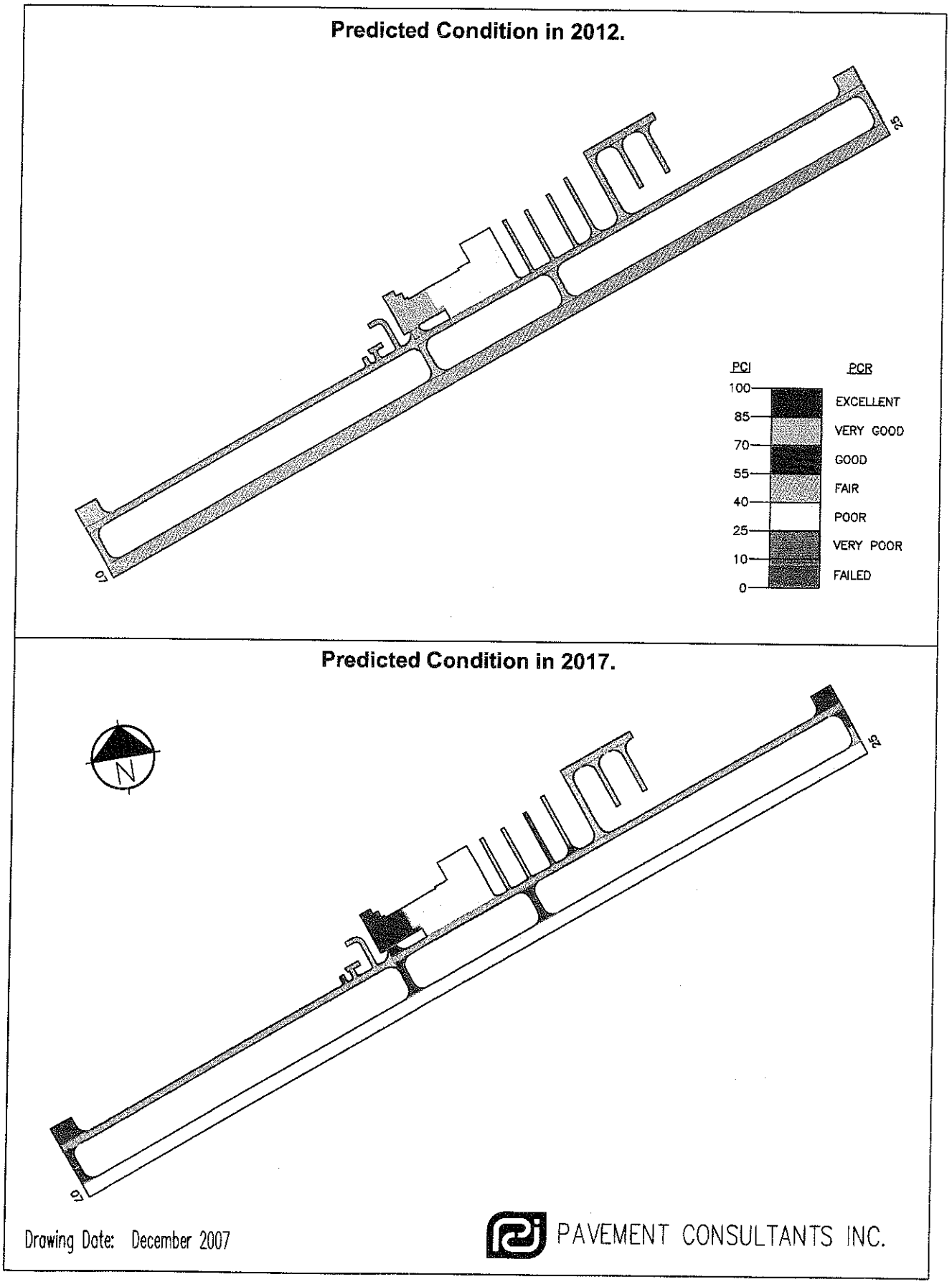


Figure GO-5. Future Pavement Condition.

RECOMMENDATIONS

Data collected during the visual condition survey were used by the Micro PAVER software to generate the Network Maintenance Report contained in Appendix 4. This report identifies, for each pavement section, the recommended localized maintenance activities that should be completed to repair the defects observed during the visual inspection. The repair quantities identified in the report were extrapolated to cover the entire pavement section, based on the inspected sample units. If the repair activities identified are completed, the pavement deterioration rate will slow.

The localized maintenance activities to be applied are selected by the Micro PAVER software based on the Maintenance & Repair (M&R) policy established for the Idaho airport system. The report results indicate that, over the entire airport, the following quantities of localized maintenance are needed:

- 41,569 linear feet of asphalt concrete crack sealing.
- 8,234 square feet of asphalt concrete deep patching.

The Micro PAVER software also can identify and schedule recommended global (applied over an entire section) maintenance activities such as fog seals, slurry seals and other surface treatments, as well as major rehabilitation activities such as asphalt concrete overlays and complete reconstruction. To determine when a pavement section requires global maintenance or rehabilitation, Micro PAVER uses the pavement deterioration models developed during this project. These models are used to estimate future pavement condition and to schedule global maintenance and rehabilitation recommendations based on a trigger PCI.

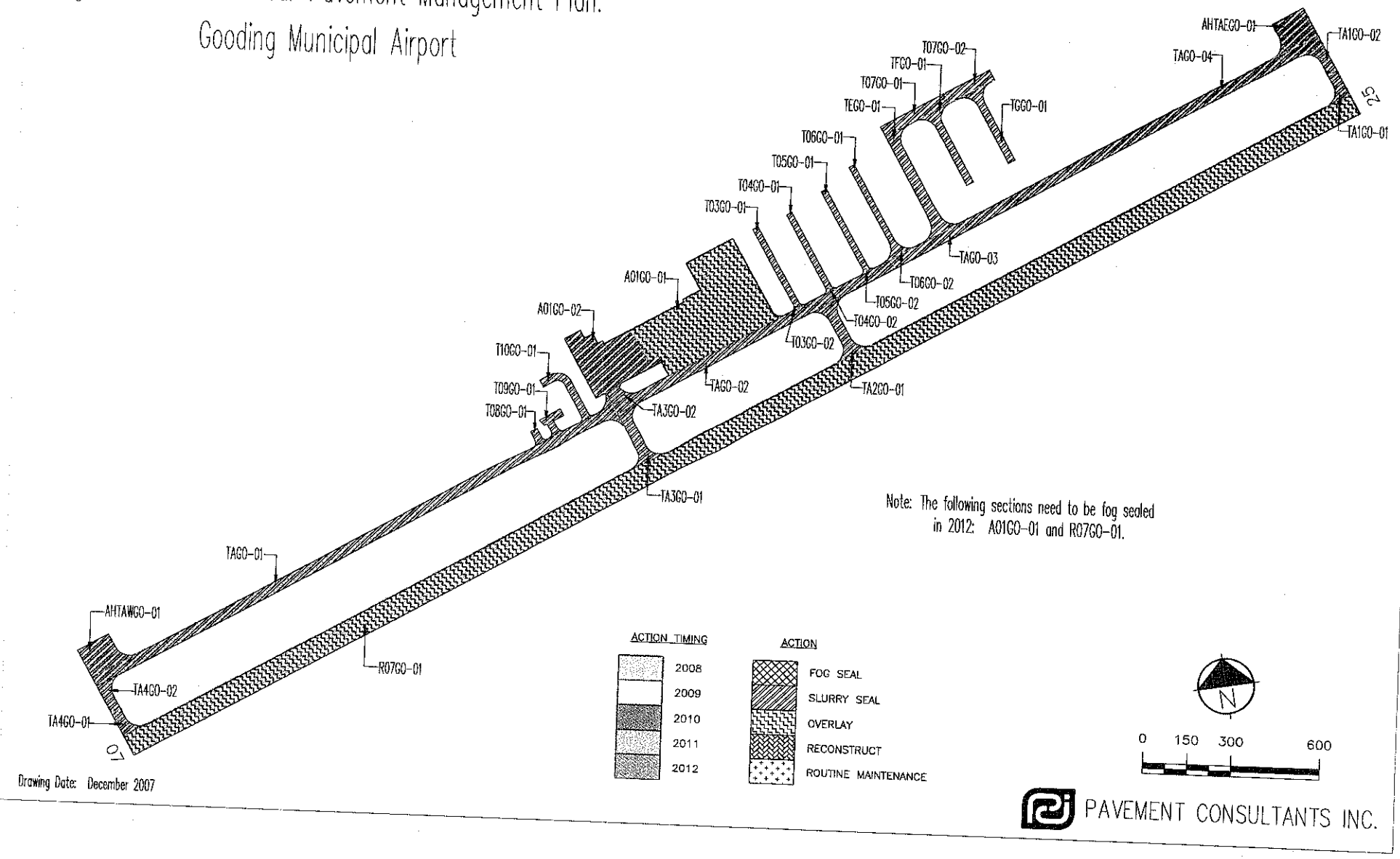
During this project a 5-year program outlining recommended global maintenance and rehabilitation was developed. The program begins in 2008. These recommendations are presented in Table GO-3, which identifies the pavement section requiring rehabilitation, the year the action should be completed, the type of action, and an associated cost. This information is also presented graphically in Figure GO-6.

If the global maintenance or rehabilitation activities recommended in Table GO-3 are not completed, the localized maintenance activities identified in the Network Maintenance Report (Appendix 4) for that section should be completed. Additionally, for those sections not listed in Table GO-3 as requiring global maintenance or rehabilitation, the localized maintenance activities outlined in the Network Maintenance Report should be completed. By completing the localized maintenance activities, pavement condition is improved, life is extended, deterioration is slowed and the length of time until major repair or rehabilitation is required is increased.

Table GO-3. Five-Year Global Maintenance and Rehabilitation Plan.

Year	Branch	Section	Action	Area (sf)	Unit Cost ($/sf)	Total Cost ($)
2008	A01GO	1	2" AC Overlay	109,834	$1.00	$109,834
	A01GO	2	Slurry Seal	39,696	$0.21	$8,336
	R07GO	1	2" AC Overlay	355,125	$1.00	$355,125
	T03GO	1	Slurry Seal	5,900	$0.21	$1,239
	T04GO	1	Slurry Seal	5,700	$0.21	$1,197
	T05GO	1	Slurry Seal	6,000	$0.21	$1,260
	T06GO	1	Slurry Seal	5,680	$0.21	$1,193
					2008 Total	$478,184
2009	T06GO	2	Slurry Seal	2,498	$0.21	$525
	T07GO	1	Slurry Seal	9,240	$0.21	$1,940
	T07GO	2	Slurry Seal	6,531	$0.21	$1,372
	TAGO	3	Slurry Seal	9,625	$0.21	$2,021
	TEGO	1	Slurry Seal	15,505	$0.21	$3,256
	TFGO	1	Slurry Seal	8,173	$0.21	$1,716
	TGGO	1	Slurry Seal	8,173	$0.21	$1,716
					2009 Total	$12,546
2011	AHTAEGO	1	Slurry Seal	13,249	$0.21	$2,782
	AHTAWGO	1	Slurry Seal	13,249	$0.21	$2,782
	T03GO	2	Slurry Seal	397	$0.21	$83
	T04GO	2	Slurry Seal	397	$0.21	$83
	T05GO	2	Slurry Seal	397	$0.21	$83
	T08GO	1	Slurry Seal	1,297	$0.21	$272
	T09GO	1	Slurry Seal	3,157	$0.21	$663
	T10GO	1	Slurry Seal	6,147	$0.21	$1,291
	TA1GO	1	Slurry Seal	3,747	$0.21	$787
	TA1GO	2	Slurry Seal	4,282	$0.21	$899
	TA2GO	1	Slurry Seal	9,422	$0.21	$1,979
	TA3GO	1	Slurry Seal	9,422	$0.21	$1,979
	TA3GO	2	Slurry Seal	3,707	$0.21	$778
	TA4GO	1	Slurry Seal	3,799	$0.21	$798
	TA4GO	2	Slurry Seal	4,324	$0.21	$908
	TAGO	1	Slurry Seal	71,837	$0.21	$15,086
	TAGO	2	Slurry Seal	37,671	$0.21	$7,911
	TAGO	4	Slurry Seal	48,026	$0.21	$10,085
					2011 Total	$49,251
2012	A01GO	1	Fog Seal	109,834	$0.15	$16,475
	R07GO	1	Fog Seal	355,125	$0.15	$53,269
					2012 Total	$69,744
					TOTAL	$609,725

Figure GO-6. Five Year Pavement Management Plan.
Gooding Municipal Airport



Drawing Date: December 2007

PAVEMENT CONSULTANTS INC.

TABLE GO-1. PAVEMENT HISTORY REPORT

Airport Name: Gooding Municipal Airport
Date Prepared: December 2007

Feature Number	Soil Class	Subgrade Class	CBR	Subgrade Prep.	Frost Course	Subbase Course	Base Course	Surface Course	Overlay Course	Surface Treatment	Crack Seal
	Project Number			Date							
A01GO 01											Crack Seal P-605
				1999							
A01GO 02											
AHTAEGO 01							8" P-208	2" AC P-401			
	AIP-02			2004							
AHTAWGO 01							8" P-208	2" AC P-401			
	AIP-02			2004							

Date: 5 /16/2008

Branch Condition Report

Pavement Database: NetworkID: GOODING

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
A01GO (Apron 01 Gooding)	2	671.00	178.50	149,530.00	APRON	71.50	25.50	59.54
AHTAEGO (E.Hold Apron Twy A)	1	120.00	105.00	13,249.00	APRON	95.00	0.00	95.00
AHTAWGO (W.Hold Apron Twy A)	1	120.00	105.00	13,249.00	APRON	98.00	0.00	98.00
R07GO (Runway 07/25 Gooding)	1	4,735.00	75.00	355,125.00	RUNWAY	64.00	0.00	64.00
T03GO (Taxiway 03 Gooding)	2	310.00	20.00	6,297.00	TAXIWAY	90.50	5.50	95.31
T04GO (Taxiway 04 Gooding)	2	300.00	20.00	6,097.00	TAXIWAY	90.50	4.50	94.41
T05GO (Taxiway 05 Gooding)	2	315.00	20.00	6,397.00	TAXIWAY	90.00	2.00	91.75
06GO (Taxiway 06 Gooding)	2	344.00	20.00	8,178.00	TAXIWAY	93.50	1.50	94.08
T07GO (Taxiway 07 Gooding)	2	420.00	37.50	15,771.00	TAXIWAY	99.00	1.00	98.83
T08GO (Taxiway 08 Gooding)	1	48.00	25.00	1,297.00	TAXIWAY	89.00	0.00	89.00
T09GO (Taxiway 09 Gooding)	1	72.00	25.00	3,157.00	TAXIWAY	94.00	0.00	94.00
T10GO (Taxiway 10 Gooding)	1	242.00	25.00	6,147.00	TAXIWAY	100.00	0.00	100.00
TA1GO (Taxiway A1 Gooding)	2	195.00	35.00	8,029.00	TAXIWAY	89.50	5.50	89.13
TA2GO (Taxiway A2 Gooding)	1	195.00	35.00	9,422.00	TAXIWAY	91.00	0.00	91.00
TA3GO (Taxiway A3 Gooding)	2	243.00	44.00	13,129.00	TAXIWAY	91.50	0.50	91.72
TA4GO (Taxiway A4 Gooding)	2	195.00	35.00	8,123.00	TAXIWAY	90.50	1.50	90.60

Branch Condition Report

Pavement Database: NetworkID: GOODING

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TAGO (Taxiway A Gooding)	4	4,735.00	35.00	167,159.00	TAXIWAY	97.00	2.24	97.36
TEGO (Taxiway E Gooding)	1	378.00	35.00	15,505.00	TAXIWAY	96.00	0.00	96.00
TFGO (Taxiway F Gooding)	1	275.00	25.00	8,173.00	TAXIWAY	99.00	0.00	99.00
TGGO (Taxiway G Gooding)	1	275.00	25.00	8,173.00	TAXIWAY	100.00	0.00	100.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	4	176,028.00	84.00	21.97	65.10
RUNWAY	1	355,125.00	64.00	0.00	64.00
TAXIWAY	27	291,054.00	93.59	4.62	96.27
All	32	822,207.00	91.47	10.62	75.66

Date: 5 /16/2008

Section Condition Report

Pavement Database: *NetworkID: GOODING*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
A01GO (Apron 01 Gooding)	01	08/01/1978	AC	APRON	P	0	109,834.00	11/09/2007	29	46.00
A01GO (Apron 01 Gooding)	02	08/01/1997	AC	APRON	P	0	39,696.00	11/09/2007	10	97.00
AHTAEGO (E.Hold Apron Twy A)	01	09/01/2004	AC	APRON	P	0	13,249.00	11/09/2007	3	95.00
AHTAWGO (W.Hold Apron Twy A)	01	09/01/2004	AC	APRON	P	0	13,249.00	11/09/2007	3	98.00
R07GO (Runway 07/25 Gooding)	01	08/01/1989	AC	RUNWAY	P	0	355,125.00	11/09/2007	18	64.00
T03GO (Taxiway 03 Gooding)	01	08/01/1997	AC	TAXIWAY	S	0	5,900.00	11/09/2007	10	96.00
T03GO (Taxiway 03 Gooding)	02	09/01/2004	AC	TAXIWAY	S	0	397.00	11/09/2007	3	85.00
T04GO (Taxiway 04 Gooding)	01	09/03/1997	AC	TAXIWAY	S	0	5,700.00	11/09/2007	10	95.00
T04GO (Taxiway 04 Gooding)	02	09/02/2004	AC	TAXIWAY	S	0	397.00	11/09/2007	3	86.00
T05GO (Taxiway 05 Gooding)	01	09/03/1998	AC	TAXIWAY	S	0	6,000.00	11/09/2007	9	92.00
T05GO (Taxiway 05 Gooding)	02	09/02/2004	AC	TAXIWAY	S	0	397.00	11/09/2007	3	88.00
06GO (Taxiway 06 Gooding)	01	09/02/1999	AC	TAXIWAY	S	0	5,680.00	11/09/2007	8	95.00
T06GO (Taxiway 06 Gooding)	02	09/03/2002	AC	TAXIWAY	S	0	2,498.00	11/09/2007	5	92.00
T07GO (Taxiway 07 Gooding)	01	09/03/2002	AC	TAXIWAY	S	0	9,240.00	11/09/2007	5	98.00
T07GO (Taxiway 07 Gooding)	02	09/03/2005	AC	TAXIWAY	S	0	6,531.00	11/09/2007	2	100.00
T08GO (Taxiway 08 Gooding)	01	09/02/2004	AC	TAXIWAY	S	0	1,297.00	11/09/2007	3	89.00
T09GO (Taxiway 09 Gooding)	01	09/02/2004	AC	TAXIWAY	S	0	3,157.00	11/09/2007	3	94.00
T10GO (Taxiway 10 Gooding)	01	09/02/2004	AC	TAXIWAY	S	0	6,147.00	11/09/2007	3	100.00
TA1GO (Taxiway A1 Gooding)	01	09/02/2004	AC	TAXIWAY	P	0	3,747.00	11/09/2007	3	95.00
TA1GO (Taxiway A1 Gooding)	02	09/02/2004	AC	TAXIWAY	P	0	4,282.00	11/09/2007	3	84.00
TA2GO (Taxiway A2 Gooding)	01	09/02/2004	AC	TAXIWAY	P	0	9,422.00	11/09/2007	3	91.00
TA3GO (Taxiway A3 Gooding)	01	09/02/2004	AC	TAXIWAY	P	0	9,422.00	11/09/2007	3	92.00
TA3GO (Taxiway A3 Gooding)	02	09/02/2004	AC	TAXIWAY	P	0	3,707.00	11/09/2007	3	91.00
A4GO (Taxiway A4 Gooding)	01	09/02/2004	AC	TAXIWAY	P	0	3,799.00	11/09/2007	3	89.00
TA4GO (Taxiway A4 Gooding)	02	09/03/2004	AC	TAXIWAY	P	0	4,324.00	11/09/2007	3	92.00

Section Condition Report

Pavement Database: *NetworkID: GOODING*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TAGO (Taxiway A Gooding)	01	09/03/2004	AC	TAXIWAY	P	0	71,837.00	11/09/2007	3	96.00
TAGO (Taxiway A Gooding)	02	09/02/2004	AC	TAXIWAY	P	0	37,671.00	11/09/2007	3	100.00
TAGO (Taxiway A Gooding)	03	09/03/2002	AC	TAXIWAY	P	0	9,625.00	11/09/2007	5	94.00
TAGO (Taxiway A Gooding)	04	09/03/2004	AC	TAXIWAY	P	0	48,026.00	11/09/2007	3	98.00
TEGO (Taxiway E Gooding)	01	09/03/2002	AC	TAXIWAY	S	0	15,505.00	11/09/2007	5	96.00
TFGO (Taxiway F Gooding)	01	09/03/2002	AC	TAXIWAY	S	0	8,173.00	11/09/2007	5	99.00
TGGO (Taxiway G Gooding)	01	09/03/2005	AC	TAXIWAY	S	0	8,173.00	11/09/2007	2	100.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	2.00	14,704.00	2	100.00	0.00	100.00
03-05	3.43	279,568.00	23	93.13	4.66	96.25
06-10	9.40	62,976.00	5	95.00	1.67	96.07
16-20	18.00	355,125.00	1	64.00	0.00	64.00
26-30	29.00	109,834.00	1	46.00	0.00	46.00
All	5.53	822,207.00	32	91.47	10.62	75.66

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: A01GO Name: Apron 01 Gooding Use: APRON Area: 149,530.00SqFt

Section: 01 of 2 From: Taxiway A To: Hangars Last Const.: 8/1/1978
Surface: AC Family: Idaho AC Aprons Zone: GNG Category: 4 Rank: P
Area: 109,834.00SqFt Length: 455.00Ft Width: 210.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 22 Surveyed: 5
Conditions: PCI:46.00 |

Sample Number: 05	Type: R	Area:	5,000.00SqFt	PCI = 58
41 ALLIGATOR CRACKING		M	60.00 SqFt	
48 LONGITUDINAL/TRANSVERSE CRACKING		M	360.00 Ft	
Sample Number: 07	Type: R	Area:	5,000.00SqFt	PCI = 37
41 ALLIGATOR CRACKING		M	400.00 SqFt	
48 LONGITUDINAL/TRANSVERSE CRACKING		L	303.00 Ft	
48 LONGITUDINAL/TRANSVERSE CRACKING		M	300.00 Ft	
Sample Number: 08	Type: R	Area:	5,000.00SqFt	PCI = 28
41 ALLIGATOR CRACKING		M	1,102.00 SqFt	
48 LONGITUDINAL/TRANSVERSE CRACKING		M	450.00 Ft	
Sample Number: 09	Type: R	Area:	5,000.00SqFt	PCI = 59
1 ALLIGATOR CRACKING		L	75.00 SqFt	
3 LONGITUDINAL/TRANSVERSE CRACKING		L	253.00 Ft	
48 LONGITUDINAL/TRANSVERSE CRACKING		M	300.00 Ft	
Sample Number: 12	Type: R	Area:	5,000.00SqFt	PCI = 47
41 ALLIGATOR CRACKING		M	230.00 SqFt	
48 LONGITUDINAL/TRANSVERSE CRACKING		M	320.00 Ft	

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

Network: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: A01GO Name: Apron 01 Gooding Use: APRON Area: 149,530.00SqFt

Section: 02 of 2 From: Taxiway A3 To: Hangars Last Const.: 8/1/1997
Surface: AC Family: Idaho AC Aprons Zone: GNG Category: 4 Rank: P
Area: 39,696.00SqFt Length: 216.00Ft Width: 147.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 9 Surveyed: 5
Conditions: PCI:97.00 |

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 96
48 LONGITUDINAL/TRANSVERSE CRACKING L 34.00 Ft

Sample Number: 02 Type: R Area: 4,500.00SqFt PCI = 100
<NO DISTRESSES>

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 33.00 Ft
50 PATCHING L 19.00 SqFt

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 100
<NO DISTRESSES>

Sample Number: 07 Type: R Area: 5,328.00SqFt PCI = 96
48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

Network: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: AHTAEGO Name: E.Hold Apron Twy A Use: APRON Area: 13,249.00SqFt

Section: 01 of 1 From: Taxiway A East end To: - Last Const.: 9/1/2004
Surface: AC Family: Idaho AC Aprons Zone: Category: Rank: P
Area: 13,249.00SqFt Length: 120.00Ft Width: 105.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date 11/9/2007 Total Samples: 3 Surveyed: 2
Conditions: PCI:95.00 |

Sample Number: 01 Type: R Area: 5,500.00SqFt PCI = 95
48 LONGITUDINAL/TRANSVERSE CRACKING L 48.00 Ft

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 95
48 LONGITUDINAL/TRANSVERSE CRACKING L 40.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: AHTAWGO Name: W.Hold Apron Twy A Use: APRON Area: 13,249.00SqFt

Section: 01 of 1 From: Taxiway A West end To: - Last Const.: 9/1/2004
Surface: AC Family: Idaho AC Aprons Zone: Category: Rank: P
Area: 13,249.00SqFt Length: 120.00Ft Width: 105.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date 11/9/2007 Total Samples: 3 Surveyed: 2
Conditions: PCI:98.00 |

Sample Number: 01 Type: R Area: 5,500.00SqFt PCI = 96
48 LONGITUDINAL/TRANSVERSE CRACKING L 40.00 Ft

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 100
<NO DISTRESSES>

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: R07GO Name: Runway 07/25 Gooding Use: RUNWAY Area: 355,125.00SqFt

Section: 01 of 1 From: Runway 07 End To: Runway 25 End Last Const.: 8/1/1989
Surface: AC Family: Idaho AC Runways Zone: GNG Category: 4 Rank: P
Area: 355,125.00SqFt Length: 4,735.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 63 Surveyed: 6
Conditions: PCI:64.00 |

Sample Number: 01 Type: R Area: 5,625.00SqFt PCI = 65
48 LONGITUDINAL/TRANSVERSE CRACKING M 525.00 Ft

Sample Number: 12 Type: R Area: 5,625.00SqFt PCI = 65
48 LONGITUDINAL/TRANSVERSE CRACKING M 530.00 Ft

Sample Number: 26 Type: R Area: 5,625.00SqFt PCI = 64
48 LONGITUDINAL/TRANSVERSE CRACKING M 545.00 Ft

Sample Number: 37 Type: R Area: 5,625.00SqFt PCI = 65
48 LONGITUDINAL/TRANSVERSE CRACKING M 525.00 Ft

Sample Number: 48 Type: R Area: 5,625.00SqFt PCI = 65
48 LONGITUDINAL/TRANSVERSE CRACKING M 529.00 Ft

Sample Number: 63 Type: R Area: 5,625.00SqFt PCI = 63
48 LONGITUDINAL/TRANSVERSE CRACKING M 570.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: T03GO Name: Taxiway 03 Gooding Use: TAXIWAY Area: 6,297.00SqFt

Section: 01 of 2 From: Section 02 To: Hangars Last Const.: 8/1/1997
Surface: AC Family: Idaho AC Taxiways Zone: GNG Category: 4 Rank: S
Area: 5,900.00SqFt Length: 295.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:96.00 |

Sample Number: 01 Type: R Area: 5,900.00SqFt PCI = 96

48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: T04GO Name: Taxiway 04 Gooding Use: TAXIWAY Area: 6,097.00SqFt

Section: 01 of 2 From: Section 02 To: Hangars Last Const.: 9/3/1997
Surface: AC Family: Idaho AC Taxiways Zone: GNG Category: 4 Rank: S
Area: 5,700.00SqFt Length: 285.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date 1/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:95.00 |

Sample Number: 01 Type: R Area: 7,090.00SqFt PCI = 95
48 LONGITUDINAL/TRANSVERSE CRACKING L 56.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: T04GO Name: Taxiway 04 Gooding Use: TAXIWAY Area: 6,097.00SqFt

Section: 02 of 2 From: Taxiway A To: Section 01 Last Const.: 9/2/2004
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: S
Area: 397.00SqFt Length: 15.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:86.00 |

Sample Number: 01 Type: R Area: 397.00SqFt PCI = 86

48	LONGITUDINAL/TRANSVERSE CRACKING	L	19.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: T05GO Name: Taxiway 05 Gooding Use: TAXIWAY Area: 6,397.00SqFt

Section: 01 of 2 From: Section 02 To: Hangars Last Const.: 9/3/1998
Surface: AC Family: Idaho AC Taxiways Zone: GNG Category: 4 Rank: S
Area: 6,000.00SqFt Length: 300.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:92.00 |

Sample Number: 01 Type: R Area: 6,000.00SqFt PCI = 92

48	LONGITUDINAL/TRANSVERSE CRACKING	L	125.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: T05GO Name: Taxiway 05 Gooding Use: TAXIWAY Area: 6,397.00SqFt

Section: 02 of 2 From: Taxiway A To: Section 01 Last Const.: 9/2/2004
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: S
Area: 397.00SqFt Length: 15.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:88.00 |

Sample Number: 01 Type: R Area: 397.00SqFt PCI = 88

48	LONGITUDINAL/TRANSVERSE CRACKING	L	15.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: T06GO Name: Taxiway 06 Gooding Use: TAXIWAY Area: 8,178.00SqFt

Section: 02 of 2 From: Taxiway A To: Section 01 Last Const.: 9/3/2002
Surface: AC Family: Idaho AC Taxiways Zone: GNG Category: 4 Rank: S
Area: 2,498.00SqFt Length: 60.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:92.00 |

Sample Number: 01 Type: R Area: 2,498.00SqFt PCI = 92
48 LONGITUDINAL/TRANSVERSE CRACKING L 60.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: T07GO Name: Taxiway 07 Gooding Use: TAXIWAY Area: 15,771.00SqFt

Section: 01 of 2 From: Taxiway E To: Section 02 Last Const.: 9/3/2002
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: S
Area: 9,240.00SqFt Length: 246.00Ft Width: 37.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 2 Surveyed: 2
Conditions: PCI:98.00 |

Sample Number: 01 Type: R Area: 5,625.00SqFt PCI = 100
<NO DISTRESSES>

Sample Number: 02 Type: R Area: 3,616.00SqFt PCI = 95
48 LONGITUDINAL/TRANSVERSE CRACKING L 29.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: T07GO Name: Taxiway 07 Gooding Use: TAXIWAY Area: 15,771.00SqFt

Section: 02 of 2 From: Section 01 To: Hangars Last Const.: 9/3/2005
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: S
Area: 6,531.00SqFt Length: 174.00Ft Width: 37.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:100.00 |

Sample Number: 01 Type: R Area: 6,531.00SqFt PCI = 100
<NO DISTRESSES>

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: T08GO Name: Taxiway 08 Gooding Use: TAXIWAY Area: 1,297.00SqFt

Section: 01 of 1 From: Taxiway A To: Hangars Last Const.: 9/2/2004
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: S
Area: 1,297.00SqFt Length: 48.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:89.00 |

Sample Number: 01 Type: R Area: 1,297.00SqFt PCI = 89

48	LONGITUDINAL/TRANSVERSE CRACKING	L	43.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: T09GO Name: Taxiway 09 Gooding Use: TAXIWAY Area: 3,157.00SqFt

Section: 01 of 1 From: Taxiway A To: Hangars Last Const.: 9/2/2004
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: S
Area: 3,157.00SqFt Length: 72.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:94.00 |

Sample Number: 01 Type: R Area: 3,157.00SqFt PCI = 94

48	LONGITUDINAL/TRANSVERSE CRACKING	L	43.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: T10GO Name: Taxiway 10 Gooding Use: TAXIWAY Area: 6,147.00SqFt

Section: 01 of 1 From: Taxiway A To: Hangars Last Const.: 9/2/2004
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: S
Area: 6,147.00SqFt Length: 242.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:100.00 |

Sample Number: 01 Type: R Area: 6,147.00SqFt PCI = 100
<NO DISTRESSES>

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: TA1GO Name: Taxiway A1 Gooding Use: TAXIWAY Area: 8,029.00SqFt

Section: 01 of 2 From: Runway 25 End To: Section 02 Last Const.: 9/2/2004
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: P
Area: 3,747.00SqFt Length: 90.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date 1/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:95.00 |

Sample Number: 01 Type: R Area: 3,747.00SqFt PCI = 95

48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: TAIGO Name: Taxiway A1 Gooding Use: TAXIWAY Area: 8,029.00SqFt

Section: 02 of 2 From: Section 01 To: Taxiway A Last Const.: 9/2/2004
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: P
Area: 4,282.00SqFt Length: 105.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:84.00 |

Sample Number: 01 Type: R Area: 4,282.00SqFt PCI = 84

48	LONGITUDINAL/TRANSVERSE CRACKING	L	90.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	45.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: TA2GO Name: Taxiway A2 Gooding Use: TAXIWAY Area: 9,422.00SqFt

Section: 01 of 1 From: Runway 07/25 To: Taxiway A Last Const.: 9/2/2004
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: P
Area: 9,422.00SqFt Length: 195.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 2 Surveyed: 2
Conditions: PCI:91.00 |

Sample Number: 01 Type: R Area: 4,798.00SqFt PCI = 90
48 LONGITUDINAL/TRANSVERSE CRACKING L 147.00 Ft

Sample Number: 02 Type: R Area: 4,623.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 86.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: TA3GO Name: Taxiway A3 Gooding Use: TAXIWAY Area: 13,129.00SqFt

Section: 02 of 2 From: Taxiway A To: Apron Last Const.: 9/2/2004
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: P
Area: 3,707.00SqFt Length: 48.00Ft Width: 53.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:91.00 |

Sample Number: 01 Type: R Area: 3,707.00SqFt PCI = 91

48	LONGITUDINAL/TRANSVERSE CRACKING	L	93.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: TA4GO Name: Taxiway A4 Gooding Use: TAXIWAY Area: 8,123.00SqFt

Section: 01 of 2 From: Runway 07 End To: Section 02 Last Const.: 9/2/2004
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: P
Area: 3,799.00SqFt Length: 90.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:89.00 |

Sample Number: 01 Type: R Area: 3,799.00SqFt PCI = 89

48	LONGITUDINAL/TRANSVERSE CRACKING	L	127.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: TA4GO Name: Taxiway A4 Gooding Use: TAXIWAY Area: 8,123.00SqFt

Section: 02 of 2 From: Section 01 To: Taxiway A Last Const.: 9/3/2004
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: P
Area: 4,324.00SqFt Length: 105.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:92.00 |

Sample Number: 01 Type: R Area: 4,324.00SqFt PCI = 92

48	LONGITUDINAL/TRANSVERSE CRACKING	L	88.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: TAGO Name: Taxiway A Gooding Use: TAXIWAY Area: 167,159.00SqFt

Section: 01 of 4 From: Taxiway A4 To: Taxiway A3 Last Const.: 9/3/2004
Surface: AC Family: Idaho AC Taxiways Zone: U02 Category: 5 Rank: P
Area: 71,837.00SqFt Length: 2,012.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 14 Surveyed: 4
Conditions: PCI:96.00 |

Sample Number: 01 Type: R Area: 5,250.00SqFt PCI = 95
48 LONGITUDINAL/TRANSVERSE CRACKING L 43.00 Ft

Sample Number: 06 Type: R Area: 5,250.00SqFt PCI = 100
<NO DISTRESSES>

Sample Number: 11 Type: R Area: 5,250.00SqFt PCI = 100
<NO DISTRESSES>

Sample Number: 14 Type: R Area: 3,587.00SqFt PCI = 88
48 LONGITUDINAL/TRANSVERSE CRACKING L 138.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: TAGO Name: Taxiway A Gooding Use: TAXIWAY Area: 167,159.00SqFt

Section: 02 of 4 From: Taxiway A3 To: Taxiway 06 Last Const.: 9/2/2004
Surface: AC Family: Idaho AC Taxiways Zone: GNG Category: 4 Rank: P
Area: 37,671.00SqFt Length: 1,076.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 7 Surveyed: 4
Conditions: PCI:100.00 |

Sample Number: 01	Type: R	Area:	5,250.00SqFt	PCI = 100
<NO DISTRESSES>				
Sample Number: 03	Type: R	Area:	5,250.00SqFt	PCI = 100
<NO DISTRESSES>				
Sample Number: 05	Type: R	Area:	5,250.00SqFt	PCI = 100
<NO DISTRESSES>				
Sample Number: 06	Type: R	Area:	5,250.00SqFt	PCI = 100
<NO DISTRESSES>				

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: TAGO Name: Taxiway A Gooding Use: TAXIWAY Area: 167,159.00SqFt

Section: 03 of 4 From: Taxiway 06 To: Taxiway E Last Const.: 9/3/2002
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: P
Area: 9,625.00SqFt Length: 275.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 2 Surveyed: 2
Conditions: PCI:94.00 |

Sample Number: 01 Type: R Area: 5,250.00SqFt PCI = 95
48 LONGITUDINAL/TRANSVERSE CRACKING L 64.00 Ft

Sample Number: 02 Type: R Area: 4,375.00SqFt PCI = 94
48 LONGITUDINAL/TRANSVERSE CRACKING L 72.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

:twork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: TAGO Name: Taxiway A Gooding Use: TAXIWAY Area: 167,159.00SqFt

Section: 04 of 4 From: Taxiway E To: Taxiway A1 Last Const.: 9/3/2004
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: P
Area: 48,026.00SqFt Length: 1,372.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 9 Surveyed: 5
Conditions: PCI:98.00 |

Sample Number: 01 Type: R Area: 5,250.00SqFt PCI = 100
<NO DISTRESSES>

Sample Number: 03 Type: R Area: 5,250.00SqFt PCI = 100
<NO DISTRESSES>

Sample Number: 05 Type: R Area: 5,250.00SqFt PCI = 100
<NO DISTRESSES>

Sample Number: 07 Type: R Area: 5,250.00SqFt PCI = 100
<NO DISTRESSES>

Sample Number: 09 Type: R Area: 6,026.00SqFt PCI = 92
48 LONGITUDINAL/TRANSVERSE CRACKING L 132.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: TEGO Name: Taxiway E Gooding Use: TAXIWAY Area: 15,505.00SqFt

Section: 01 of 1 From: Taxiway A To: Taxiway 07 Last Const.: 9/3/2002
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: 5
Area: 15,505.00SqFt Length: 378.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/9/2007 Total Samples: 3 Surveyed: 2
Conditions: PCI:96.00 |

Sample Number: 01 Type: R Area: 6,876.00SqFt PCI = 95
48 LONGITUDINAL/TRANSVERSE CRACKING L 67.00 Ft

Sample Number: 02 Type: R Area: 5,250.00SqFt PCI = 97
48 LONGITUDINAL/TRANSVERSE CRACKING L 14.00 Ft

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

Branch: TFGO Name: Taxiway F Gooding Use: TAXIWAY Area: 8,173.00SqFt

Section: 01 of 1 From: Taxiway 07 To: Hangars Last Const.: 9/3/2002
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: S
Area: 8,173.00SqFt Length: 275.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date 1/9/2007 Total Samples: 2 Surveyed: 2
Conditions: PCI:99.00 |

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 100
<NO DISTRESSES>

Sample Number: 02 Type: R Area: 3,173.00SqFt PCI = 99
52 WEATHERING/RAVELING L 10.00 SqFt

Re-inspection Report

IDAHO2007
Report Generated Date: 5/16/2008
Site Name:

etwork: GOODING Name: GOODING MUNICIPAL AIRPORT

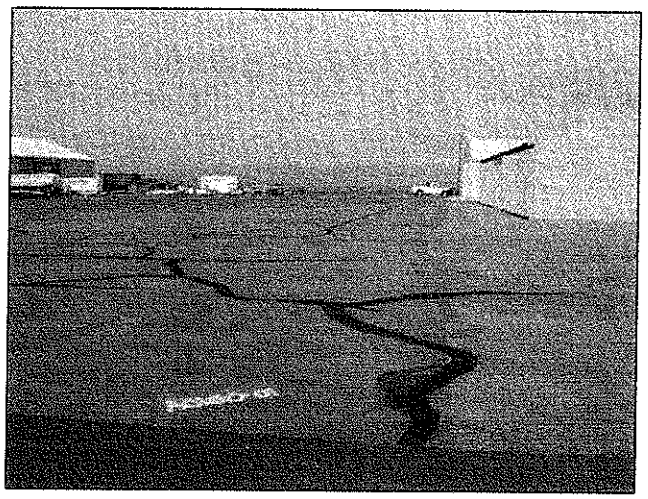
Branch: TGGO Name: Taxiway G Gooding Use: TAXIWAY Area: 8,173.00SqFt

Section: 01 of 1 From: Taxiway 07 To: Hangars Last Const.: 9/3/2005
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: S
Area: 8,173.00SqFt Length: 275.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

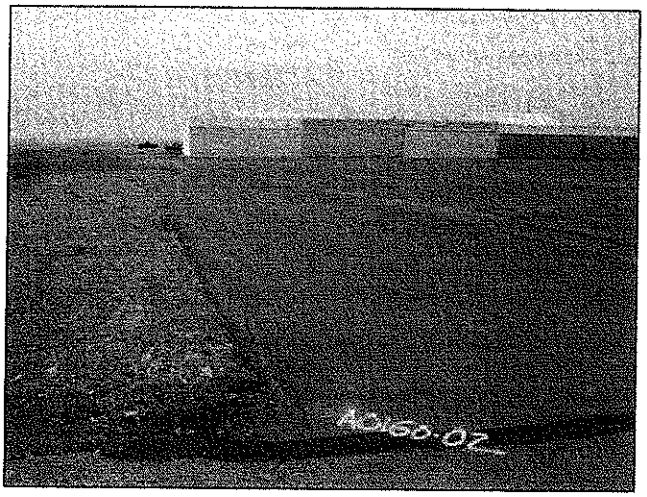
Last Insp. Date11/9/2007 Total Samples: 2 Surveyed: 2
Conditions: PCI:100.00 |

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 100
<NO DISTRESSES>

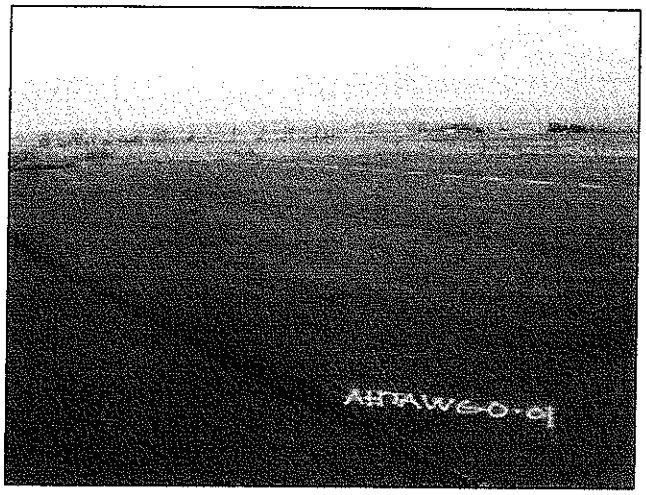
Sample Number: 02 Type: R Area: 3,173.00SqFt PCI = 100
<NO DISTRESSES>



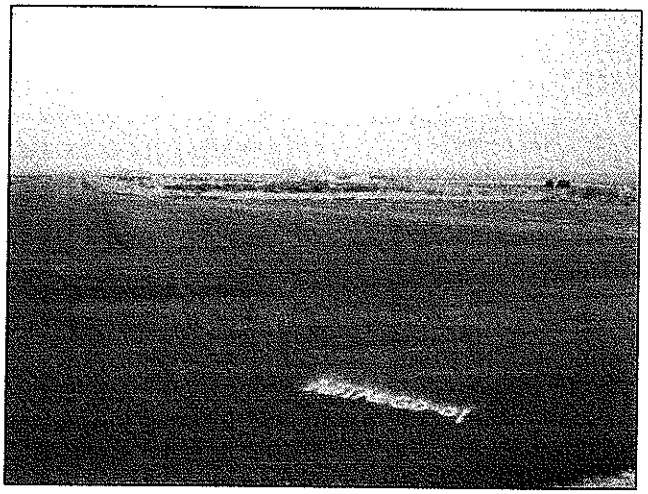
Section: A01GO-01
Longitudinal & Transverse Cracking
Alligator Cracking



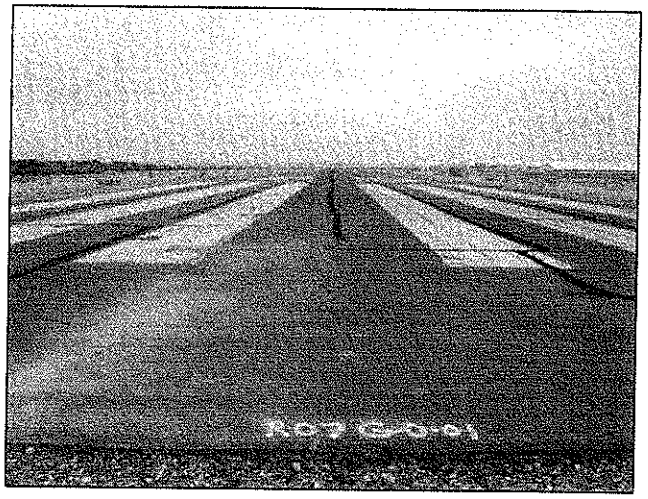
Section: A01GO-02
Longitudinal & Transverse Cracking



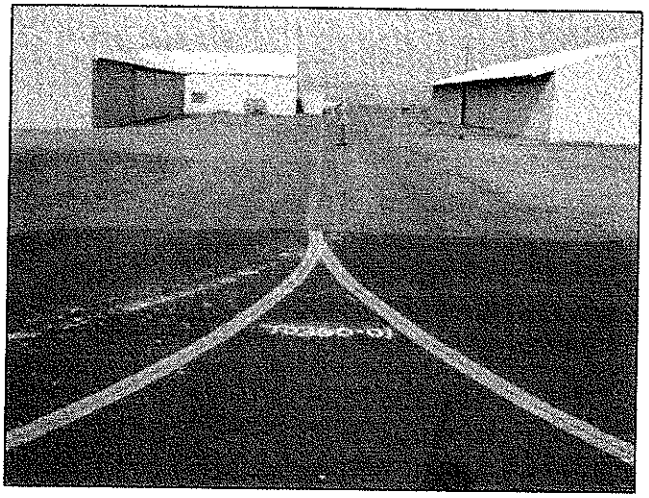
Section: AHTAWGO-01
No Distress



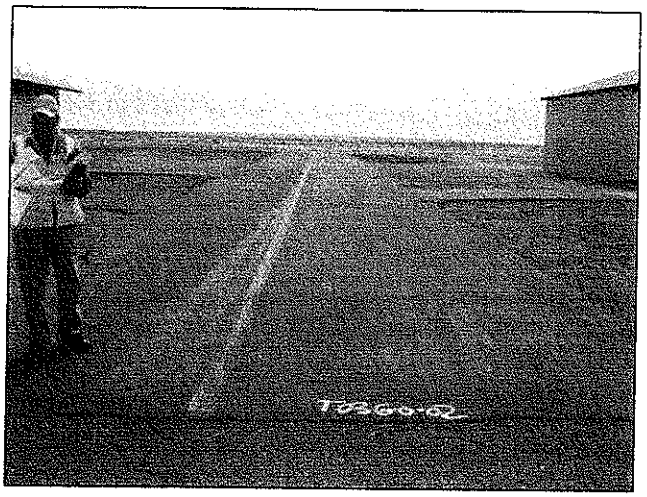
Section: AHTAEGO-01
No Distress



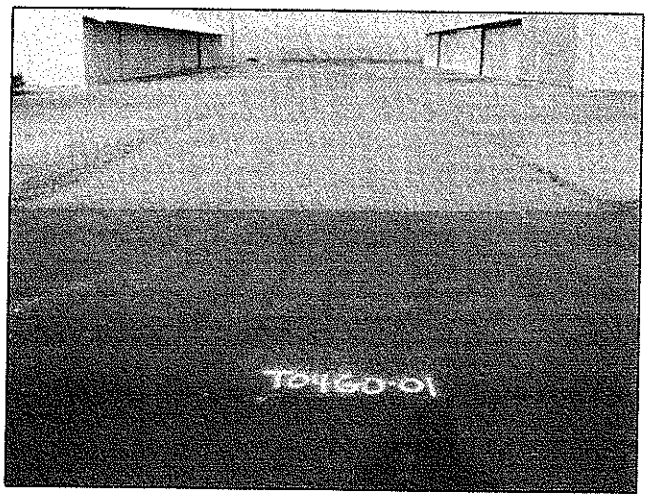
Section: R07GO-01
Longitudinal & Transverse Cracking



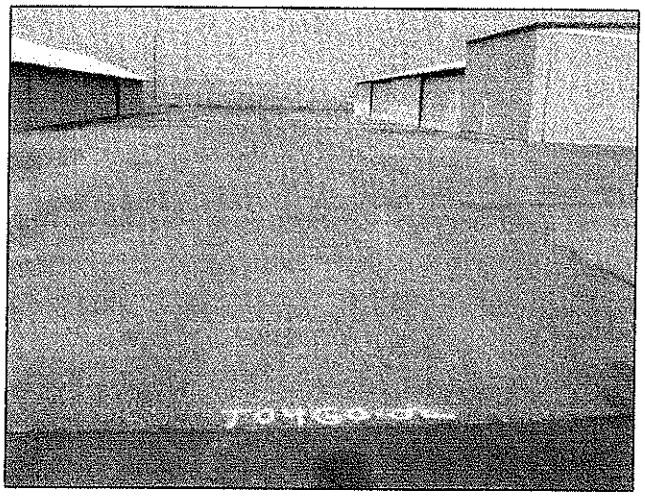
Section: T03GO-01
No Distress



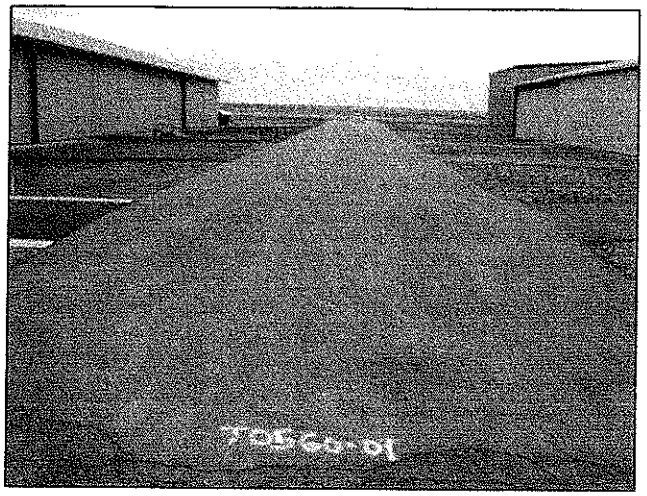
Section: T03GO-02
Longitudinal & Transverse Cracking



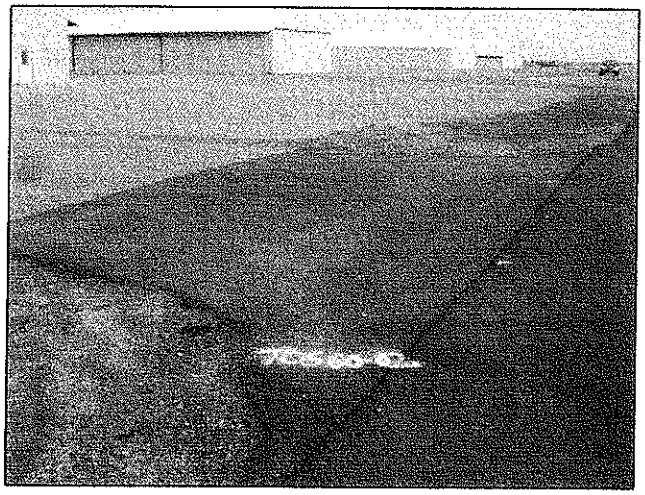
Section: T04GO-01
No Distress



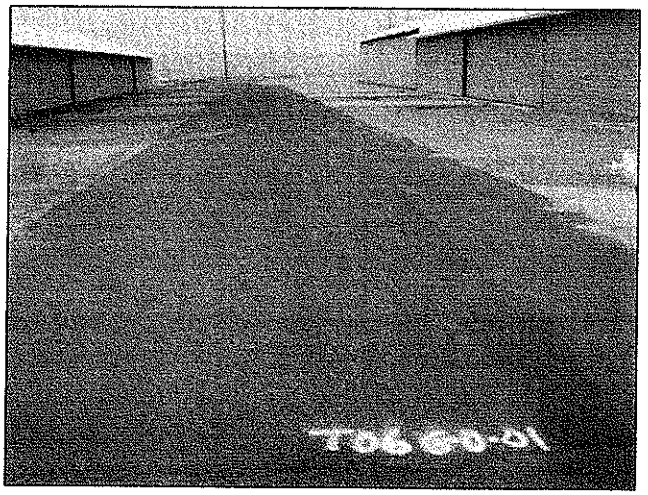
Section: T04GO-02
Longitudinal & Transverse Cracking



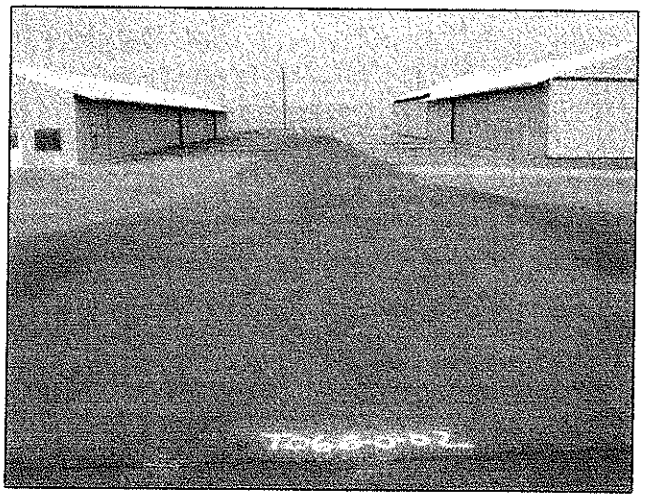
Section: T05GO-01
Longitudinal & Transverse Cracking



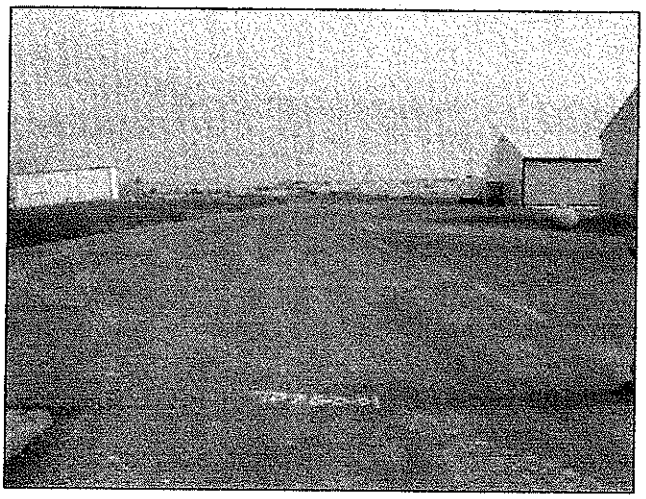
Section: T05GO-02
Longitudinal & Transverse Cracking



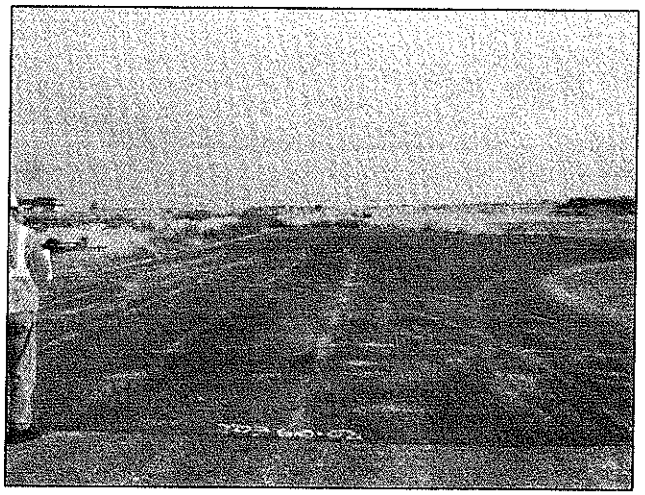
Section: T06GO-01
No Distress



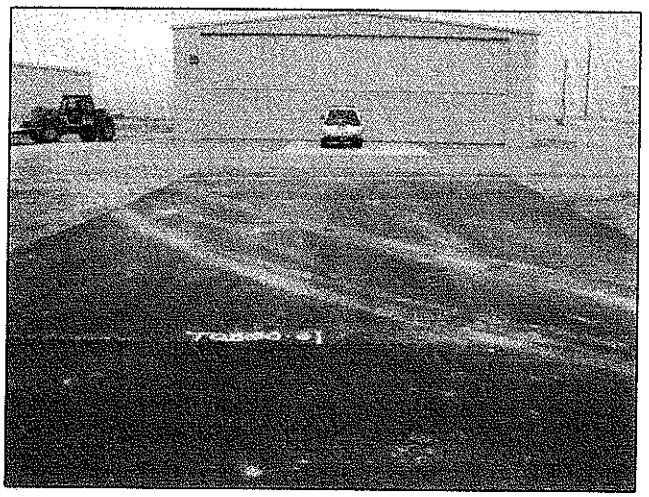
Section: T06GO-02
No Distress



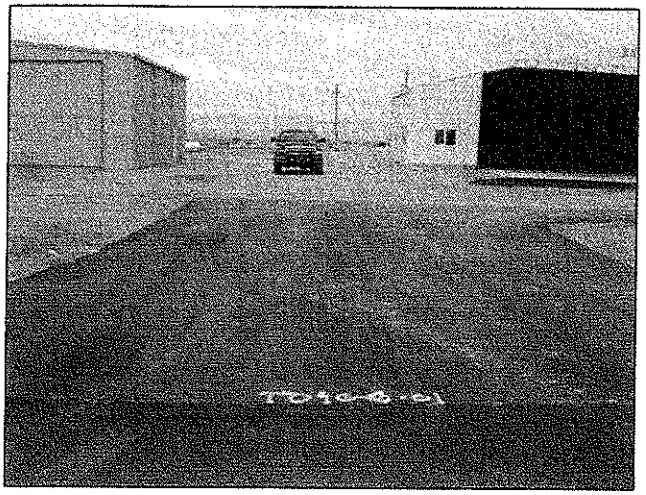
Section: T07GO-01
No Distress



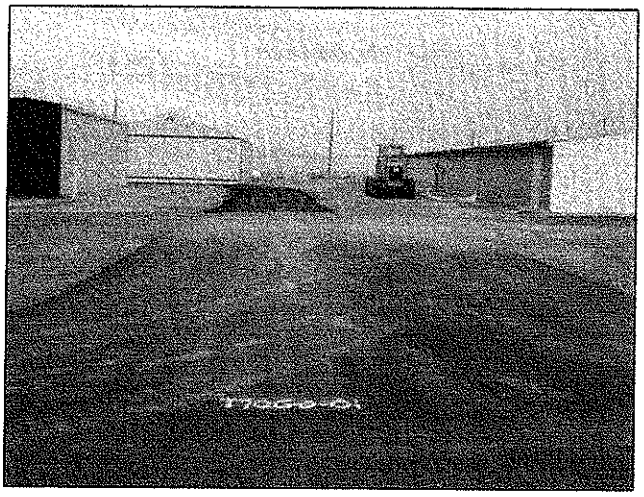
Section: T07GO-02
No Distress



Section: T08GO-01
Longitudinal & Transverse Cracking

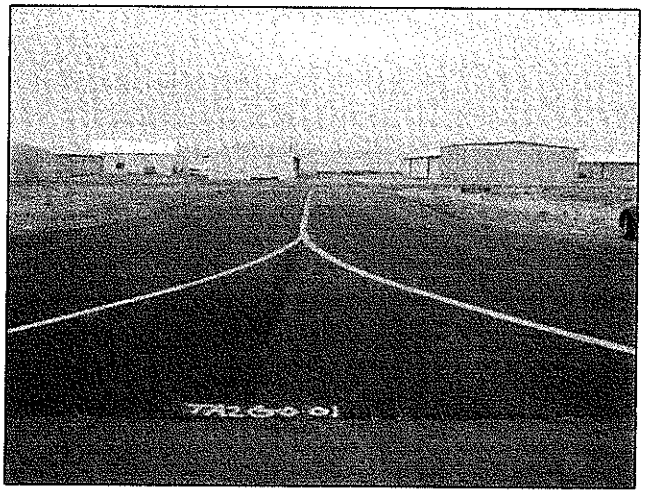


Section: T09GO-01
No Distress



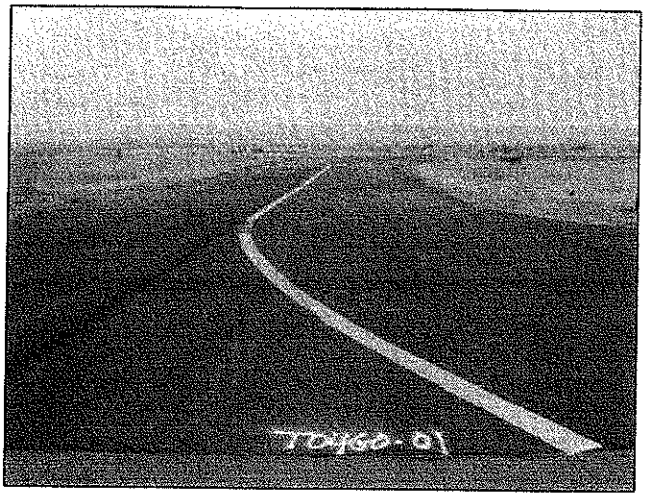
Section: T10GO-01
No Distress

Section: TA1GO-01
No Distress

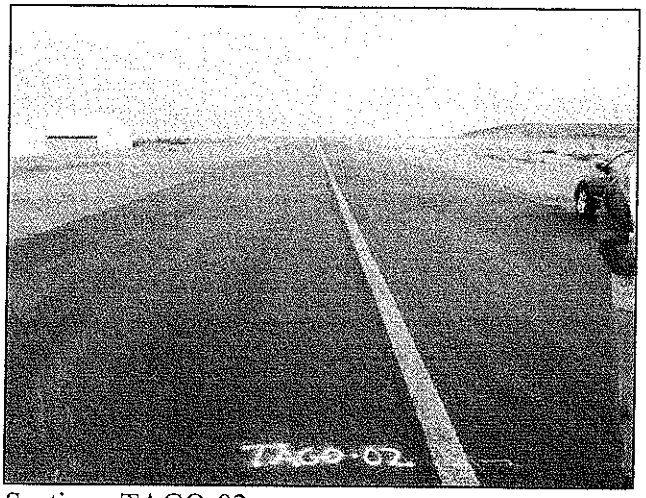


Section: TA2GO-01
Longitudinal & Transverse Cracking

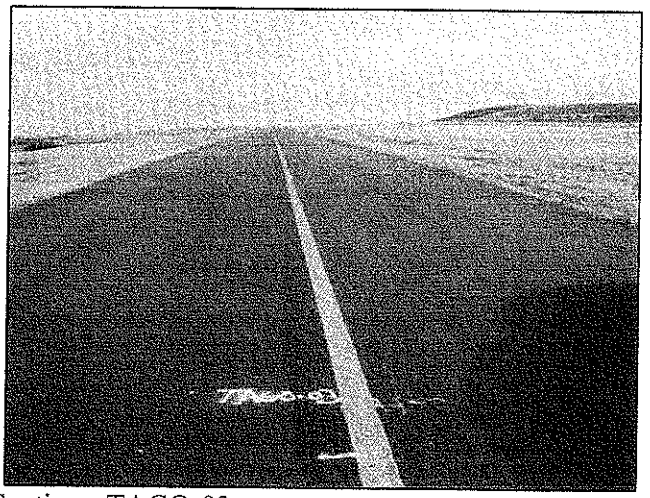
Section: TA3GO-01
No Distress



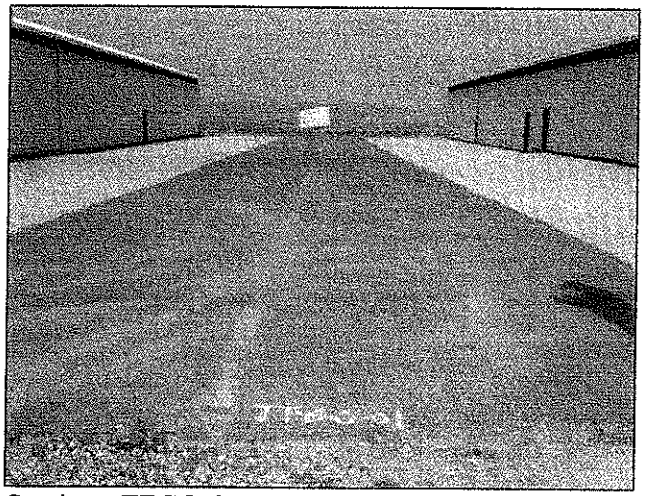
Section: TA4GO-01
No Distress



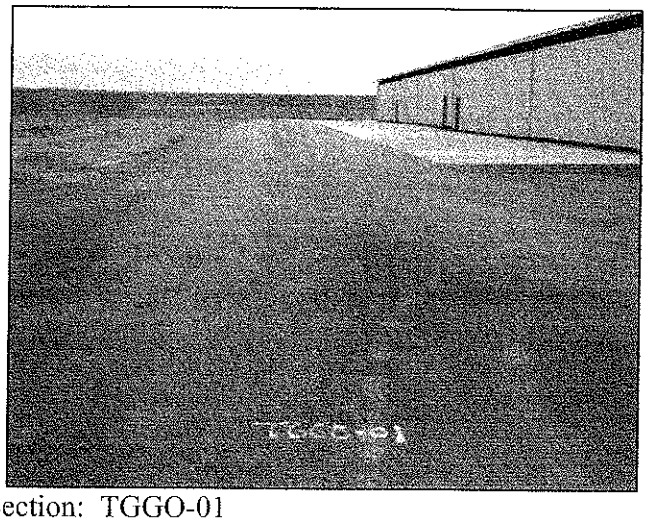
Section: TAGO-02
No Distress



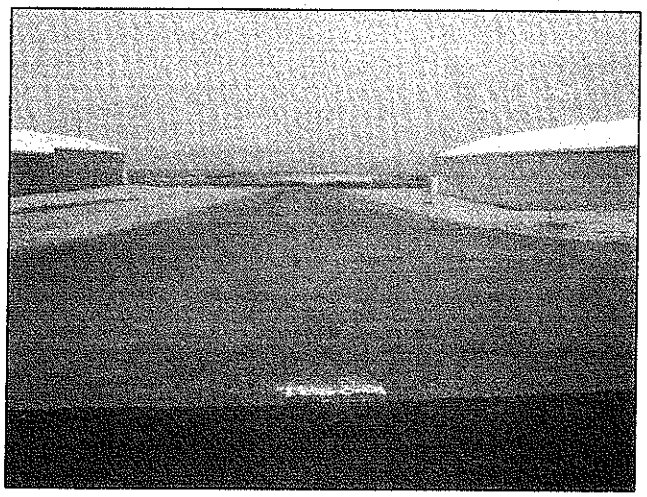
Section: TAGO-03
Longitudinal & Transverse Cracking



Section: TFGO-01
No Distress



Section: TGGO-01
No Distress



Section: TEGO-01
No Distress

NETWORK MAINTENANCE REPORT
GOODING MUNICIPAL AIRPORT

Network	Branch	Section	Distress	Severity	Distress Quantity	Units	Action	Maint. Quantity	Units	Unit Cost	Total Cost
GOODING	A01GO	1	ALLIGATOR CR	M	7,873.00	SQFT	Patching - AC Deep	8,234.00	SqFt	$2.60	$21,408.50
GOODING	A01GO	1	ALLIGATOR CR	L	330	SQFT	No Localized M & R	406.6	SqFt	$0.00	$0.00
GOODING	A01GO	1	L & T CR	M	7,601.00	FT	Crack Sealing - AC	7,600.50	Ft	$1.50	$11,400.86
GOODING	A01GO	1	L & T CR	L	2,443.00	FT	No Localized M & R	8,014.10	SqFt	$0.00	$0.00
										Total	$32,809.36
GOODING	A01GO	2	L & T CR	L	132	FT	No Localized M & R	430.1	SqFt	$0.00	$0.00
GOODING	A01GO	2	PATCHING	L	31	SQFT	No Localized M & R	56.6	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	AHTAEGO	1	L & T CR	L	112	FT	No Localized M & R	364.3	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	AHTAWGO	1	L & T CR	L	51	FT	No Localized M & R	165.6	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	R07GO	1	L & T CR	M	33,924.00	FT	Crack Sealing - AC	33,923.60	Ft	$1.50	$50,885.88
										Total	$50,885.88
GOODING	T03GO	1	L & T CR	L	20	FT	No Localized M & R	65.6	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	T03GO	2	L & T CR	L	20	FT	No Localized M & R	65.6	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	T04GO	1	L & T CR	L	46	FT	No Localized M & R	147.7	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	T04GO	2	L & T CR	L	19	FT	No Localized M & R	62.3	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	T05GO	1	L & T CR	L	125	FT	No Localized M & R	410.1	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	T05GO	2	L & T CR	L	15	FT	No Localized M & R	49.2	SqFt	$0.00	$0.00
										Total	$0.00

NETWORK MAINTENANCE REPORT - continued
GOODING MUNICIPAL AIRPORT

Network	Branch	Section	Distress	Severity	Distress Quantity	Units	Action	Maint. Quantity	Units	Unit Cost	Total Cost
GOODING	T06GO	1	L & T CR	L	69	FT	No Localized M & R	226.4	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	T06GO	2	L & T CR	L	60	FT	No Localized M & R	196.9	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	T07GO	1	L & T CR	L	29	FT	No Localized M & R	95.1	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	T08GO	1	L & T CR	L	43	FT	No Localized M & R	141.1	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	T09GO	1	L & T CR	L	43	FT	No Localized M & R	141.1	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	TA1GO	1	L & T CR	L	30	FT	No Localized M & R	98.4	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	TA1GO	2	L & T CR	L	90	FT	No Localized M & R	295.3	SqFt	$0.00	$0.00
GOODING	TA1GO	2	L & T CR	M	45	FT	Crack Sealing - AC	45	Ft	$1.50	$67.50
										Total	$67.50
GOODING	TA2GO	1	L & T CR	L	234	FT	No Localized M & R	764.5	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	TA3GO	1	L & T CR	L	222	FT	No Localized M & R	725.9	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	TA3GO	2	L & T CR	L	93	FT	No Localized M & R	305.1	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	TA4GO	1	L & T CR	L	127	FT	No Localized M & R	416.7	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	TA4GO	2	L & T CR	L	88	FT	No Localized M & R	288.7	SqFt	$0.00	$0.00
										Total	$0.00

NETWORK MAINTENANCE REPORT - continued
GOODING MUNICIPAL AIRPORT

Network	Branch	Section	Distress	Severity	Distress Quantity	Units	Action	Maint. Quantity	Units	Unit Cost	Total Cost
GOODING	TAGO	1	L & T CR	L	673	FT	No Localized M & R	2,206.10	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	TAGO	3	L & T CR	L	136	FT	No Localized M & R	446.2	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	TAGO	4	L & T CR	L	235	FT	No Localized M & R	769.6	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	TEGO	1	L & T CR	L	104	FT	No Localized M & R	339.8	SqFt	$0.00	$0.00
										Total	$0.00
GOODING	TFGO	1	WEATH/RAVEL	L	10	SQFT	No Localized M & R	10	SqFt	$0.00	$0.00
										Total	$0.00
										TOTAL	$83,762.74