Community Development Department
PO Box 2460
16345 Sixth Street
La Pine, Oregon 97739
Phone: (541) 536-1432, Fax: (541) 536-1462
Email: info@ci.la-pine.or.us

Site Plan Application

File Number # _____

Fee: Less than 1,000 sq ft	Fee: $ 1,100.00
Fee: 1,001 to 5,000 sq ft	Fee: $ 2,000.00
Fee: 5,001 to 10,000 sq ft	Fee: $ 3,500.00
Fee: More than 10,000 sq ft	Fee: $ 4,000.00

PROPERTY OWNER AND APPLICANT INFORMATION

Applicant Name Barghausen Consulting Engineers Phone 425-251-6222 Fax _____

Address 18215 72nd Avenue South City Kent State WA Zip Code 98032

Email pbodily@barghausen.com

Property Owner Martin Cuneo Phone _____ Fax _____

Address 2890 NE Rainier Dr City Bend State OR Zip Code 97701

Email 82mcuneo@comcast.net

PROPERTY DESCRIPTION

Property Location (address, intersection of cross street, general area) _____

52390 Huntington Rd

Tax lot number: T-22 R-10 Section 2 Tax Lot(s) 00500

Zoning CMX Total Land Area 87,991 (Square Ft.) 2.02 (Acres)

Present Land Use Single-Family Residence

Describe Project (i.e. type of use, hours of operation, other project characteristics):

Development of a Fuel Station that features a 4,328-sf convenience store, and a 1,000-sf quick serve restaurant. See narrative for more details.

PROJECT DESCRIPTION

Please give a brief description of the project: Please see narrative for project details.

The proposed site improvements include 18 parking spaces, one 3,768-sf fuel canopy with 7 fuel dispensers, two (2) underground storage tanks, one (1) trash enclosure, utility connections, exterior lot lighting, stormwater improvements, snow storage, and landscaping.

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PROFESSIONAL SERVICES

Architect/Designer/Engineer Barghausen Consulting Engineers Phone 425/251-6222 Fax ____/_____

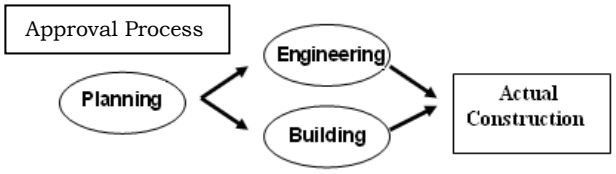
Address 18215 72nd Avenue South City Kent State WA Zip Code 98032

Email pbodily@barghausen.com

FOR OFFICE USE ONLY

Date Received: _____

Rec'd By: _____



CHECKLIST

REQUIRED ITEMS TO BE SUBMITTED FOR SITE AND DESIGN REVIEW.

Note: additional information *may be required* depending on the actual project.

- ☒ Complete Application. The application *must be signed by the property owner and the applicant*.
- ☒ Burden of proof statement, three (3) copies addressing approval criteria.
- ☒ Title Report or Subdivision Guarantee verifying ownership, *including legal description of land*.
- ☐ Fee Schedule (please see attached).
- ☒ Site and Landscape plan; Building Elevations; seven (7) full sized copies of each which must be folded individually, or in sets to 8 ½" X 11" in size and 1 reduced (8 ½ by 11 or 11 by 17) copy.
- ☒ Floor plans, three copies for each building which must be folded individually, or in sets to 8 ½" X 11" in size, plus 1 reduced (8 ½ by 11 or 11 by 17). Include the class of construction.
- ☒ Vicinity map.
- ☒ Trip Generation statement prepared by a professional transportation planner or equivalent. 5 copies, Note: if more than 200 ADT result (or at the discretion of the City Engineer), a Traffic Impact Study may be required.
- ☒ Preliminary Grading and Storm Drainage Plan. 3 copies (11" x 17")
- ☒ Fire Flow Analysis
- ☒ CD or electronic version of submittal items (Word, Jpeg or PDF)

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SITE PLAN

- □ Project name, scale (not to exceed 1" = 50'), north arrow.
- □ Date the site plan is prepared.
- □ Street names and locations of all existing and proposed streets, curbs, and sidewalks within or adjacent to the proposed development. Show distance to centerline of street.
- □ Zoning of each adjacent property.
- □ Square footages by use – existing and proposed (storage, office, meeting, etc.)
- □ Percentage of lot coverage and square footage by;
    a) structures
    b) recreation areas
    c) landscaping
    d) non-permeable surfaces (including parking areas, access aisles)
- □ Total number of parking spaces (existing and proposed).
- □ Total landscaped area square footage (existing and proposed).
- □ All vehicle and pedestrian access points and paths.
- □ Location of all proposed and existing buildings, fences and structures within the project area. Indicate which ones are to remain and which are to be removed.
- □ Location and size of all public utilities in and adjacent to the site, including:
    a) Water lines and meter sizes.
    b) Sewers, manholes and cleanouts.
    c) Storm drains and catch basins.
- □ The proposed location of:
    a) Connection to the City water system.
    b) Connection to the City sewer system.
    c) The proposed method of drainage of the site.
    d) Postal box locations, if more than 7 units are proposed.
- □ Location of existing canals and laterals.
- □ Retention of on-site drainage.
- □ Existing easements on the property.
- □ Location and size of any public areas within the development.
- □ All fire hydrants, existing and proposed, within 500 feet of the site.
- □ A topographic map of the site if the slope of the site exceeds 5%.
- □ Locations of all existing natural features including trees, natural drainage ways, rock outcroppings, et cetera.

BUILDING ELEVATIONS

- □ Drawings or sketches of all four views of each new structure.
- □ Building materials, colors (fascia, doors, trim, etc.), pitch of roof, shape and other design features of the building(s).
- □ All exterior mechanical devices.

LANDSCAPE PLAN (may be included on the site plan for smaller projects)

- □ Tree and plant species.

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- ☐ Tree and plant sizes (new only).
- ☐ All trees having a six-inch trunk diameter 3' above grade or greater shall be shown on the landscape plan.
- ☐ Location/placement of existing and proposed vegetation to be retained, planted or removed.
- ☐ Approximate location of irrigation lines, and type of irrigation system to be used.

FLOOR PLAN

- ☐ All significant rooms within each structure; label or number rooms, including square footage for each room.
- ☐ Electrical / mechanical equipment areas.

LIGHTING PLAN

- ☐ All exterior light locations.
- ☐ Brochure, illustration, cut sheet or photo for each light fixture type to be used.

By signing this application, the undersigned certifies that he / she has read and understands the submittal requirements stated above. Note: if the applicant makes a misstatement of fact on the application regarding ownership, authority to submit the application, acreage, or any other fact material relied upon in making a decision, the City may upon notice to the applicant and subject to an applicant's right to a hearing declare the application void.

Owner: Martin Cuneo Date: 10-30-2024
Signature

Applicant: Parker Bodily Digitally signed by Parker Bodily DN: C=US, E=pbodily@berghausen.com, O=Berghausen Consulting Engineers, OU=Planning, CN=Parker Bodily Date: 2024.10.29 10:31:12-06'00' Date: 10/29/2024
Signature

Community Development Department
PO Box 2460 16345 Sixth Street
La Pine, Oregon 97739
Phone: (541) 536-1432 Fax: (541) 536-1462
Email: info@lapineoregon.gov

Conditional Use Application

PLEASE NOTE: INCOMPLETE APPLICATIONS *WILL NOT BE ACCEPTED*

Fee:See Current Fee Schedule **File Number #** _____

PROPERTY OWNER AND APPLICANT INFORMATION

Applicant Name Barghausen Consulting Engineers Phone 425-251-6222 Fax _____

Address 18215 72nd Avenue South City Kent State WA Zip Code 98032

Email pbodily@barghausen.com

Property Owner Martin Cuneo Phone _____ Fax _____

Address 2890 NE Rainier Dr City Bend State OR Zip Code 97701

Email 82mcuneo@comcast.net

PROPERTY DESCRIPTION

Property Location (address, intersection of cross street, general area) _____

52390 Huntington Rd

Legal Description – T-22 R-10 Section 2 Tax Lot(s) 00500

Present Zoning CMX Total Land Area 87,991 (Square Ft.) 2.02 (Acres)

Present Land Use Single-Family Residence

Community Development Department
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La Pine, Oregon 97739
Phone: (541) 536-1432 Fax: (541) 536-1462
Email: info@lapineoregon.gov

PROJECT DESCRIPTION

Describe Project (explain in detail your proposal i.e. operating characteristics, hours of operation, loading times, etc.): _____

Development of a Fuel Station that features a 4,328-sf convenience store, and a 1,000-sf quick serve restaurant. See narrative for more details.

PROFESSIONAL SERVICES

Architect/Designer/Engineer Barghausen Consulting Engineers Phone 425-251-6222 Fax _____

Address 18215 72nd Avenue South City Kent State WA Zip Code 98032

Email pbodily@barghausen.com

FOR OFFICE USE ONLY

Date Received: _____

Rec'd By: _____

Fee Paid: _____

Receipt #: _____

Community Development Department
PO Box 2460 16345 Sixth Street
La Pine, Oregon 97739
Phone: (541) 536-1432 Fax: (541) 536-1462
Email: info@lapineoregon.gov

SUBMITTAL REQUIREMENTS

REQUIRED ITEMS TO BE SUBMITTED FOR CONDITIONAL USE PERMIT REVIEW.

Note: additional information may be required depending on the actual project.

- Application. The application must be completed and signed by the property owner and include information requested on the application form.
- Title report or subdivision guarantee, including legal description of property.
- Fee Paid
- Site plan, 7 copies, which must be folded individually, or in sets to 8 ½" X 11" in size, 1 reduced copy of site plan (8 ½ x 11 or 11x17)
- Burden of Proof - written statement addressing applicable conditional use criteria, and the proposed use including hours of operation, number of employees, anticipated traffic generation and so forth.
- Electronic Copy of the Site Plan and Burden of Proof on a CD.

Other information may be required depending on the individual project request.

Burden of Proof Statement Criteria. Conditional use decisions are reviewed based in part on three criteria that the applicant must address, as follows:

1. The proposed use will be consistent with the Comprehensive Plan, the zoning ordinances and other applicable ordinances and standards of the City.

2. The location, size, design, and operating characteristics of the proposed use will have minimal adverse impact on the livability, value, or approximate development of abutting properties

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and the surrounding area.

3. The proposed use will not exceed operational capacity of City infrastructure including sewage system, water system or the transportation system.

4. That the proposed use will not conflict with, diminish, or substantially adversely affect the character and nature of the established neighborhood in which it is located.

By signing this application, the undersigned certifies that he / she has read and understands the submittal requirements stated above. Please note: submission of false or misleading information could lead to the denial of this application request.

Owner: Martin Cuney Date: 10-30-2024

Signature

Applicant: Parker Bodily Digitally signed by Parker Bodily DN: C=US, E=pbodily@barghausen.com, O=Barghausen Consulting Engineers, OU=Planning, CN=Parker Bodily Date: 2024.10.29 10:38:45-06'00' Date: 10/29/2024

Signature

Please note: additional information may be required by the Planning Division prior to the application being deemed complete. Additional information may include a Fire Flow Analysis prepared by a professional engineer, and a drainage plan, also prepared by a professional engineer.

Western Title & Escrow

PRELIMINARY REPORT

In response to the application for a policy of title insurance referenced herein Western Title & Escrow Company hereby reports that it is prepared to issue, or cause to be issued, as of the specified date, a policy or policies of title insurance describing the land and the estate or interest hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an exception herein or not excluded from coverage pursuant to the printed Schedules or Conditions of said policy forms.

The printed Exceptions and Exclusions from the coverage of said policy or policies are set forth in Exhibit One. Copies of the policy forms should be read. They are available from the office which issued this report.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby.

The policy(s) of title insurance to be issued hereunder will be policy(s) of Fidelity National Title Insurance Company, a/an Florida corporation.

Please read the exceptions shown or referred to herein and the Exceptions and Exclusions set forth in Exhibit One of this report carefully. The Exceptions and Exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects and encumbrances affecting title to the land.

This preliminary report is for the exclusive use of the parties to the contemplated transaction, and the Company does not have any liability to any third parties nor any liability until the full premium is paid and a policy is issued. Until all necessary documents are placed of record, the Company reserves the right to amend or supplement this preliminary report.

Countersigned

Fred Freeman

Western Title & Escrow

1777 SW Chandler Ave., Suite 100, Bend, OR 97702
(541)389-5751 FAX (541)330-1242

PRELIMINARY REPORT

ESCROW OFFICER: Yvonne G. Ward
yvonne.ward@westerntitle.com
(541)330-1219

ORDER NO.: WT0260252

TITLE OFFICER: Tyler Friesen
Email: titleofficersupport@westerntitle.com

TO: Western Title & Escrow Company
1777 SW Chandler Ave., Suite 100
Bend, OR 97702

ESCROW LICENSE NO.: 870700109
OWNER/SELLER: Marion E. Anson
BUYER/BORROWER: Martin Cuneo
PROPERTY ADDRESS: 52390 Huntington Road, La Pine, OR 97739

EFFECTIVE DATE: February 29, 2024, 05:00 PM

1. THE POLICY AND ENDORSEMENTS TO BE ISSUED AND THE RELATED CHARGES ARE:

	AMOUNT	PREMIUM
ALTA Owner's Policy 2021 **Owner's Standard** **Proposed Insured: Martin Cuneo**	$ 649,000.00	$ 1,574.00
OTIRO Endorsement No. 110		$ 0.00

2. THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR REFERRED TO COVERED BY THIS REPORT IS:

   Fee Simple

3. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

   Marion E. Anson

4. THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE COUNTY OF DESCHUTES, STATE OF OREGON, AND IS DESCRIBED AS FOLLOWS:

   SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

EXHIBIT "A"

Legal Description

A parcel of land in the Northwest quarter of the Northeast quarter of Section 2 in Township 22 South, Range 10 East of the Willamette Meridian, Deschutes County, Oregon and more particularly described as follows:

All of the Northeast quarter of the Northwest quarter of the Northwest quarter of the Northeast quarter of said Section 2, lying East of the County Road, and TOGETHER WITH:

The West half of the Northwest quarter of the Northeast quarter of the Northwest quarter of the Northeast quarter of said Section 2, and EXCEPTING THEREFROM the following described portion:

Commencing at the 1958 BLM Brass Cap monument that marks the East one-sixteenth corner between Sections 2 in Township 22 South Range 10 East of the Willamette Meridian and Section 35 in Township 21 South Range 10 East of the Willamette Meridian; thence North 89°33'03" West 525.66 feet upon the North line of said Section 2 to the Point of Beginning, marked by an orange plastic cap atop a #5 rebar; thence leaving said North line South 4°24'00" East 148.00 feet to an orange plastic cap atop a #5 rebar; thence North 89°33'03" West 2.00 feet to an orange plastic cap atop a #5 rebar; thence South 4°24'00" East 187.39 feet to a point on the South line of the West half of the Northwest quarter of the Northeast quarter of the Northwest quarter of the Northeast quarter of said Section 2; thence upon said South line South 89°30'11" East 30.11 feet; thence leaving said South line North 4°24'00" West 335.42 feet upon the East line of the West half of the Northwest quarter of the Northeast quarter of the Northwest quarter of the Northeast quarter of said Section 2 to a point on the North line of said Section 2; thence North 89°33'03" West 28.11 feet upon said North line to the Point of Beginning.

EXCEPTING THEREFROM that portion dedicated to the public in Dedication Deed recorded June 9, 2001 as Instrument Number 2001-27345, Deschutes County Records.

AS OF THE DATE OF THIS REPORT, ITEMS TO BE CONSIDERED AND EXCEPTIONS TO COVERAGE IN ADDITION TO THE PRINTED EXCEPTIONS AND EXCLUSIONS IN THE POLICY FORM WOULD BE AS FOLLOWS:

GENERAL EXCEPTIONS:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.

2. Any facts, rights, interests or claims, which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.

3. Easements, or claims of easement, which are not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.

4. Any encroachment (of existing improvements located on the Land onto adjoining land or of existing improvements located on adjoining land onto the subject Land), encumbrance, violation, variation or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the subject Land.

5. Any lien or right to a lien for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

SPECIFIC ITEMS AND EXCEPTIONS:

6. The existence of roads, railroads, irrigation ditches and canals, telephone, telegraph and power transmission facilities.

7. Rights of the public to any portion of the Land lying within the limits of roads and highways.

8. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

   Granted to: Pacific Northwest Bell Telephone Company, a Washington corporation, its successors and assigns
   Purpose: Underground communication lines
   Recording Date: June 27, 1991
   Recording No: 238-1559

9. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

   Entitled: Right of Way Easement
   In favor of: Midstate Electric Cooperative, Inc., a cooperative corporation
   Recording Date: June 25, 2001
   Recording No: 2001-30254

10. A deed of trust to secure an indebtedness in the amount shown below,

Amount:	$46,240.00
Dated:	January 22, 2016
Trustor/Grantor:	Harry R. Anson, Sr. and Marion E. Anson
Trustee:	Western Title Escrow
Beneficiary:	Mid Oregon Federal Credit Union
Recording Date:	January 27, 2016
Recording No.:	2016-002853

The Deed of Trust set forth above is purported to be a “Credit Line” Deed of Trust. It is a requirement that the Trustor/Grantor of said Deed of Trust provide written authorization to close said credit line account to the Lender when the Deed of Trust is being paid off through the Company or other Settlement/Escrow Agent or provide a satisfactory subordination of this Deed of Trust to the proposed Deed of Trust to be recorded at closing.

ADDITIONAL REQUIREMENTS/NOTES:

A. Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, processing, manufacture, sale, dispensing or use of marijuana and psilocybin, the Company is not able to close or insure any transaction involving Land associated with these activities.

B. In addition to the standard policy exceptions, the exceptions enumerated above shall appear on the final ALTA Policy unless removed prior to issuance.

C. Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year:	2023-2024
Amount:	$3,638.14
Levy Code:	1109
Account No.:	114331
Map No.:	221002AB00500

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

D. Note: There are no matters against the party(ies) shown below which would appear as exceptions to coverage in a title insurance product:

Parties: Martin Cuneo

E. Note: There are NO conveyances affecting said Land recorded within 24 months of the date of this report.

F. THE FOLLOWING NOTICE IS REQUIRED BY STATE LAW: YOU WILL BE REVIEWING, APPROVING AND SIGNING IMPORTANT DOCUMENTS AT CLOSING. LEGAL CONSEQUENCES FOLLOW FROM THE SELECTION AND USE OF THESE DOCUMENTS. YOU MAY CONSULT AN ATTORNEY ABOUT THESE DOCUMENTS. YOU SHOULD CONSULT AN ATTORNEY IF YOU HAVE QUESTIONS OR CONCERNS ABOUT THE TRANSACTION OR ABOUT THE DOCUMENTS. IF YOU WISH TO REVIEW TRANSACTION DOCUMENTS THAT YOU HAVE NOT SEEN, PLEASE CONTACT THE ESCROW AGENT.

G. Note: No utility search has been made or will be made for water, sewer or storm drainage charges unless the City/Service District claims them as liens (i.e. foreclosable) and reflects them on its lien docket as of the date of closing. Buyers should check with the appropriate city bureau or water service district and obtain a billing cutoff. Such charges must be adjusted outside of escrow.

H. Note: This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances or acreage shown thereon.

I. Note: Recording charge per document for:
Deschutes County - $93.00 for the first page, $5.00 for each additional page

E-recording fee is an additional $5.00 per document

Send Recording Packages to:
Western Title & Escrow Company
Attention: Recording
1777 SW Chandler, Suite 100
Bend, OR 97702
Email: desrecording@westerntitle.com

J. Note: If an Owner's Title Insurance Policy is requested, the State of Oregon requires every ALTA Owner's Policy (07-01-2021) to include the OTIRO 110 Endorsement as a supplement to the definition of Insured in said Owner's Policy's Conditions to confirm coverage is the same for an Oregon Registered Domestic Partner as it is for a Spouse.

EXHIBIT ONE

2021 AMERICAN LAND TITLE ASSOCIATION LOAN POLICY (07-01-2021)
EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
      i. the occupancy, use, or enjoyment of the Land;
      ii. the character, dimensions, or location of any improvement on the Land;
      iii. the subdivision of land; or
      iv. environmental remediation or protection.
   b. any governmental forfeiture, police, regulatory, or national security power.
   c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.
2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
3. Any defect, lien, encumbrance, adverse claim, or other matter:
   a. created, suffered, assumed, or agreed to by the Insured Claimant;
   b. not Known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   c. resulting in no loss or damage to the Insured Claimant;
   d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
   e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser or encumbrancer had been given for the Insured Mortgage at the Date of Policy.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business law.
5. Invalidity or unenforceability of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or Consumer Protection Law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction creating the lien of the Insured Mortgage is a:
   a. fraudulent conveyance or fraudulent transfer;
   b. voidable transfer under the Uniform Voidable Transactions Act; or
   c. preferential transfer:
      i. to the extend the Insured Mortgage is not a transfer made as a contemporaneous exchange for new value; or
      ii. for any reason not stated in the Covered Risk 13.b
7. Any claim of a PACA-PSA Trust. Exclusion 7 does not modify or limit the coverage provided under Covered Risk 8.
8. Any lien on the Title for real estate taxes or assessments imposed by a governmental authority and created or attaching between the Date of Policy and the date of recording of the Insured Mortgage in the Public Records. Exclusion 8 does not modify or limit the coverage provided under Covered Risk 2.b. or 11.b.
9. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage.

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof, water rights, claims or title to water.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
5. Any lien for services, labor or material heretofore or hereafter furnished, or for contributions due to the State of Oregon for unemployment compensation or worker's compensation, imposed by law and not shown by the Public Records.

2021 AMERICAN LAND TITLE ASSOCIATION OWNER'S POLICY (07-01-2021)
EXCLUSIONS FROM COVERAGE

The following matters are excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
      i. the occupancy, use, or enjoyment of the Land;
      ii. the character, dimensions or location of any improvement on the Land;
      iii. the subdivision of land; or
      iv. environmental remediation or protection;
   b. any governmental forfeiture, police, regulatory, or national security power
   c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.

   Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.
2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
3. Any defect, lien, encumbrance, adverse claim, or other matter:
   a. created, suffered, assumed or agreed to by the Insured Claimant;
   b. not known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   c. resulting in no loss or damage to the Insured Claimant;
   d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 9 or 10); or
   e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser had been given for the Title at the Date of Policy.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights law, that the transaction vesting the Title as shown in Schedule A is a:
   a. fraudulent conveyance or fraudulent transfer, or
   b. voidable transfer under the Uniform Voidable Transactions Act; or
   c. preferential transfer:
      i. to the extent the instrument of transfer vesting the Title as shown in Schedule A is not a transfer made as a contemporaneous exchange for new value; or
      ii. for any other reason not stated in Covered Risk 9.b.
5. Any claim of a PACA-PSA Trust. Exclusion 5 does not modify or limit the coverage provided under Covered Risk 8.
6. Any lien on the Title for real estate taxes or assessments imposed or collected by a governmental authority that becomes due and payable after the Date of Policy. Exclusion 6 does not modify or limit the coverage provided under Covered Risk 2.b.
7. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage.

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof, water rights, claims or title to water.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
5. Any lien for services, labor or material heretofore or hereafter furnished, or for contributions due to the State of Oregon for unemployment compensation or worker's compensation, imposed by law and not shown by the Public Records.

EXHIBIT ONE

2006 AMERICAN LAND TITLE ASSOCIATION LOAN POLICY (06-17-06)
EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses that arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning) restricting, regulating, prohibiting or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions or location of any improvement erected on the land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed or agreed to by the Insured Claimant;
   (b) not known to the Company, not recorded in the Public Records at Date of Policy, but known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with the applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in the Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage.

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof, water rights, claims or title to water.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
5. Any lien for services, labor or material heretofore or hereafter furnished, or for contributions due to the State of Oregon for unemployment compensation or worker's compensation, imposed by law and not shown by the Public Records.

2006 AMERICAN LAND TITLE ASSOCIATION OWNER'S POLICY (06-17-06)
EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses that arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning) restricting, regulating, prohibiting or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions or location of any improvement erected on the land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed or agreed to by the Insured Claimant;
   (b) not known to the Company, not recorded in the Public Records at Date of Policy, but known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in the Covered Risk 9 of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage.

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Facts, rights, interests or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof, water rights, claims or title to water.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
5. Any lien for services, labor or material heretofore or hereafter furnished, or for contributions due to the State of Oregon for unemployment compensation or worker's compensation, imposed by law and not shown by the Public Records.

WIRE SAFE™ | Inquire before you wire!

WIRE FRAUD ALERT

This Notice is not intended to provide legal or professional advice.
If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. DO NOT use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the number of relevant parties to the transaction as soon as an escrow account is opened.** DO NOT send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do NOT reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:
http://www.fbi.gov

Internet Crime Complaint Center:
http://www.ic3.gov

FIDELITY NATIONAL FINANCIAL
PRIVACY NOTICE

Effective December 1, 2023

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, "FNF," "our," or "we") respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

A limited number of FNF subsidiaries have their own privacy notices. If a subsidiary has its own privacy notice, the privacy notice will be available on the subsidiary's website and this Privacy Notice does not apply.

Collection of Personal Information

FNF may collect the following categories of Personal Information:

- contact information (*e.g.*, name, address, phone number, email address);
- demographic information (*e.g.*, date of birth, gender, marital status);
- identity information (*e.g.* Social Security Number, driver's license, passport, or other government ID number);
- financial account information (*e.g.* loan or bank account information); and
- other personal information necessary to provide products or services to you.

We may collect Personal Information about you from:

- information we receive from you or your agent;
- information about your transactions with FNF, our affiliates, or others; and
- information we receive from consumer reporting agencies and/or governmental entities, either directly from these entities or through others.

Collection of Browsing Information

FNF automatically collects the following types of Browsing Information when you access an FNF website, online service, or application (each an "FNF Website") from your Internet browser, computer, and/or device:

- Internet Protocol (IP) address and operating system;
- browser version, language, and type;
- domain name system requests; and
- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website.

Like most websites, our servers automatically log each visitor to the FNF Website and may collect the Browsing Information described above. We use Browsing Information for system administration, troubleshooting, fraud investigation, and to improve our websites. Browsing Information generally does not reveal anything personal about you, though if you have created a user account for an FNF Website and are logged into that account, the FNF Website may be able to link certain browsing activity to your user account.

Other Online Specifics

Cookies. When you visit an FNF Website, a "cookie" may be sent to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer's hard drive. Information gathered using cookies helps us improve your user experience. For example, a cookie can help the website load properly or can customize the display page based on your browser type and user preferences. You can choose whether or not to accept cookies by changing your Internet browser settings. Be aware that doing so may impair or limit some functionality of the FNF Website.

Web Beacons. We use web beacons to determine when and how many times a page has been viewed. This information is used to improve our websites.

Do Not Track. Currently our FNF Websites do not respond to "Do Not Track" features enabled through your browser.

Links to Other Sites. FNF Websites may contain links to unaffiliated third-party websites. FNF is not responsible for the privacy practices or content of those websites. We recommend that you read the privacy policy of every website you visit.

Use of Personal Information

FNF uses Personal Information for these main purposes:

- To provide products and services to you or in connection with a transaction involving you.
- To improve our products and services.
- To communicate with you about our, our affiliates', and others' products and services, jointly or independently.
- To provide reviews and testimonials about our services, with your consent.

When Information Is Disclosed

We may disclose your Personal Information and Browsing Information in the following circumstances:

- to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to affiliated or nonaffiliated service providers who provide or perform services or functions on our behalf and who agree to use the information only to provide such services or functions;
- to affiliated or nonaffiliated third parties with whom we perform joint marketing, pursuant to an agreement with them to jointly market financial products or services to you;
- to law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order; or
- in the good-faith belief that such disclosure is necessary to comply with legal process or applicable laws, or to protect the rights, property, or safety of FNF, its customers, or the public.

The law does not require your prior authorization and does not allow you to restrict the disclosures described above. Additionally, we may disclose your information to third parties for whom you have given us authorization or consent to make such disclosure. We do not otherwise share your Personal Information or Browsing Information with nonaffiliated third parties, except as required or permitted by law.

We reserve the right to transfer your Personal Information, Browsing Information, and any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets, or in the event of bankruptcy, reorganization, insolvency, receivership, or an assignment for the benefit of creditors. By submitting Personal Information and/or Browsing Information to FNF, you expressly agree and consent to the use and/or transfer of the foregoing information in connection with any of the above described proceedings.

Security of Your Information

We maintain physical, electronic, and procedural safeguards to protect your Personal Information.

Choices With Your Information

Whether you submit Personal Information or Browsing Information to FNF is entirely up to you. If you decide not to submit Personal Information or Browsing Information, FNF may not be able to provide certain services or products to you.

For California Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties, except as permitted by California law. For additional information about your California privacy rights, please visit the "California Privacy" link on our website (https://fnf.com/pages/californiaprivacy.aspx) or call (888) 413-1748.

For Connecticut Residents: For additional information about your Connecticut consumer privacy rights, or to make a consumer privacy request, or to appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710.

For Colorado Residents: For additional information about your Colorado consumer privacy rights, or to make a consumer privacy request, or appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710.

For Nevada Residents: We are providing this notice pursuant to state law. You may be placed on our internal Do Not Call List by calling FNF Privacy at (888) 714-2710 or by contacting us via the information set forth at the end of this Privacy Notice. For further information concerning Nevada's telephone solicitation law, you may contact: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: aginquiries@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes.

For Utah Residents: For additional information about your Utah consumer privacy rights, or to make a consumer privacy request, please call (888) 714-2710.

For Vermont Residents: We will not disclose information about your creditworthiness to our affiliates and will not disclose your personal information, financial information, credit report, or health information to nonaffiliated third parties to market to you, other than as permitted by Vermont law, unless you authorize us to make those disclosures.

For Virginia Residents: For additional information about your Virginia consumer privacy rights, or to make a consumer privacy request, or appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710.

Information From Children

The FNF Websites are not intended or designed to attract persons under the age of eighteen (18). We do not collect Personal Information from any person that we know to be under the age of thirteen (13) without permission from a parent or guardian.

International Users

FNF's headquarters is located within the United States. If you reside outside the United States and choose to provide Personal Information or Browsing Information to us, please note that we may transfer that information outside of your country of residence. By providing FNF with your Personal Information and/or Browsing Information, you consent to our collection, transfer, and use of such information in accordance with this Privacy Notice.

FNF Website Services for Mortgage Loans

Certain FNF companies provide services to mortgage loan servicers, including hosting websites that collect customer information on behalf of mortgage loan servicers (the "Service Websites"). The Service Websites may contain links to both this Privacy Notice and the mortgage loan servicer or lender's privacy notice. The sections of this Privacy Notice titled When Information is Disclosed, Choices with Your Information, and Accessing and Correcting Information do not apply to the Service Websites. The mortgage loan servicer or lender's privacy notice governs use, disclosure, and access to your Personal Information. FNF does not share Personal Information collected through the Service Websites, except as required or authorized by contract with the mortgage loan servicer or lender, or as required by law or in the good-faith belief that such disclosure is necessary: to comply with a legal process or applicable law, to enforce this Privacy Notice, or to protect the rights, property, or safety of FNF or the public.

Your Consent To This Privacy Notice; Notice Changes

By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information in accordance with this Privacy Notice. We may change this Privacy Notice at any time. The Privacy Notice's effective date will show the last date changes were made. If you provide information to us following any change of the Privacy Notice, that signifies your assent to and acceptance of the changes to the Privacy Notice.

Accessing and Correcting Information; Contact Us

If you have questions or would like to correct your Personal Information, visit FNF's Privacy Inquiry Website or contact us by phone at (888) 714-2710, by email at privacy@fnf.com, or by mail to:

Fidelity National Financial, Inc.
601 Riverside Avenue,
Jacksonville, Florida 32204
Attn: Chief Privacy Officer

DESCHUTES COUNTY OFFICIAL RECORDS
NANCY BLANKENSHIP, COUNTY CLERK
2013-17128
00889992201300171280030035
$58.00
D-D Cnt=1 Stn=4 SRB
04/26/2013 10:36:39 AM
$15.00 $11.00 $16.00 $10.00 $6.00

Send Tax Statement to Grantee at:
Harry R. Anson, Sr., & Marion E. Anson
PO Box 312
La Pine, OR 97739

After Recording return to:
Harry R. Anson, Sr., & Marion E. Anson
PO Box 312
La Pine, OR 97739

BARGAIN AND SALE DEED

Harry R. Anson, Sr., and Marion E. Anson, husband and wife, Grantors, convey to **Harry R. Anson, Sr., and Marion E. Anson, husband and wife**, Grantees, the following real property:

the real property described on Exhibit A.

The true consideration for this conveyance is to complete correct legal description after lot line adjustment LL-12-36.

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THE PROPERTY DESCRIBED IN THIS INSTRUMENT MAY NOT BE WITHIN A FIRE PROTECTION DISTRICT PROTECTING STRUCTURES. THE PROPERTY IS SUBJECT TO LAND USE LAWS AND REGULATIONS THAT, IN FARM OR FOREST ZONES, MAY NOT AUTHORIZE CONSTRUCTION OR SITING OF A RESIDENCE AND THAT LIMIT LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, IN ALL ZONES, BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHT, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO VERIFY THE EXISTENCE OF

FIRE PROTECTION FOR STRUCTURES AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER 0RS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007.

DATED this 24th day of April, 2013.

Harry R. Anson, Sr., grantor

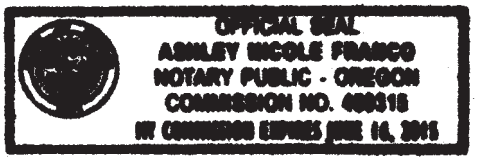
Marion E. Anson, grantor

STATE OF OREGON)
) ss.
County of Deschutes)

Personally appeared before me the above named Harry R. Anson, Sr., and Marion E. Anson and acknowledge the foregoing instrument to be their voluntary act and deed.

Before me this 24th day of April, 2013

Notary Public for Oregon



FRESHWATERS SURVEYING, INC.

SCOTT C. FRESHWATERS, PLS, PRESIDENT

EXHIBIT "A"

LEGAL DESCRIPTION

Resultant

ANSON

A parcel of land as situated in the Northwest one-quarter of the Northeast one-quarter (NW1/4NE1/4) of Section 2 in Township 22 South, Range 10 E.W.M., City of La Pine, Deschutes County, Oregon and more particularly described as follows:

All of the Northeast Quarter of the Northwest Quarter of the Northwest Quarter of the Northeast Quarter (NE1/4NW1/4NW1/4NE1/4) of said Section 2, lying East of the County Road and **TOGETHER WITH:**

The West Half of the Northwest Quarter of the Northeast Quarter of the Northwest Quarter of the Northeast Quarter (W1/2NW1/4NE1/4NW1/4NE1/4) of said Section 2 and **EXCEPTING THEREFROM** the following described portion:

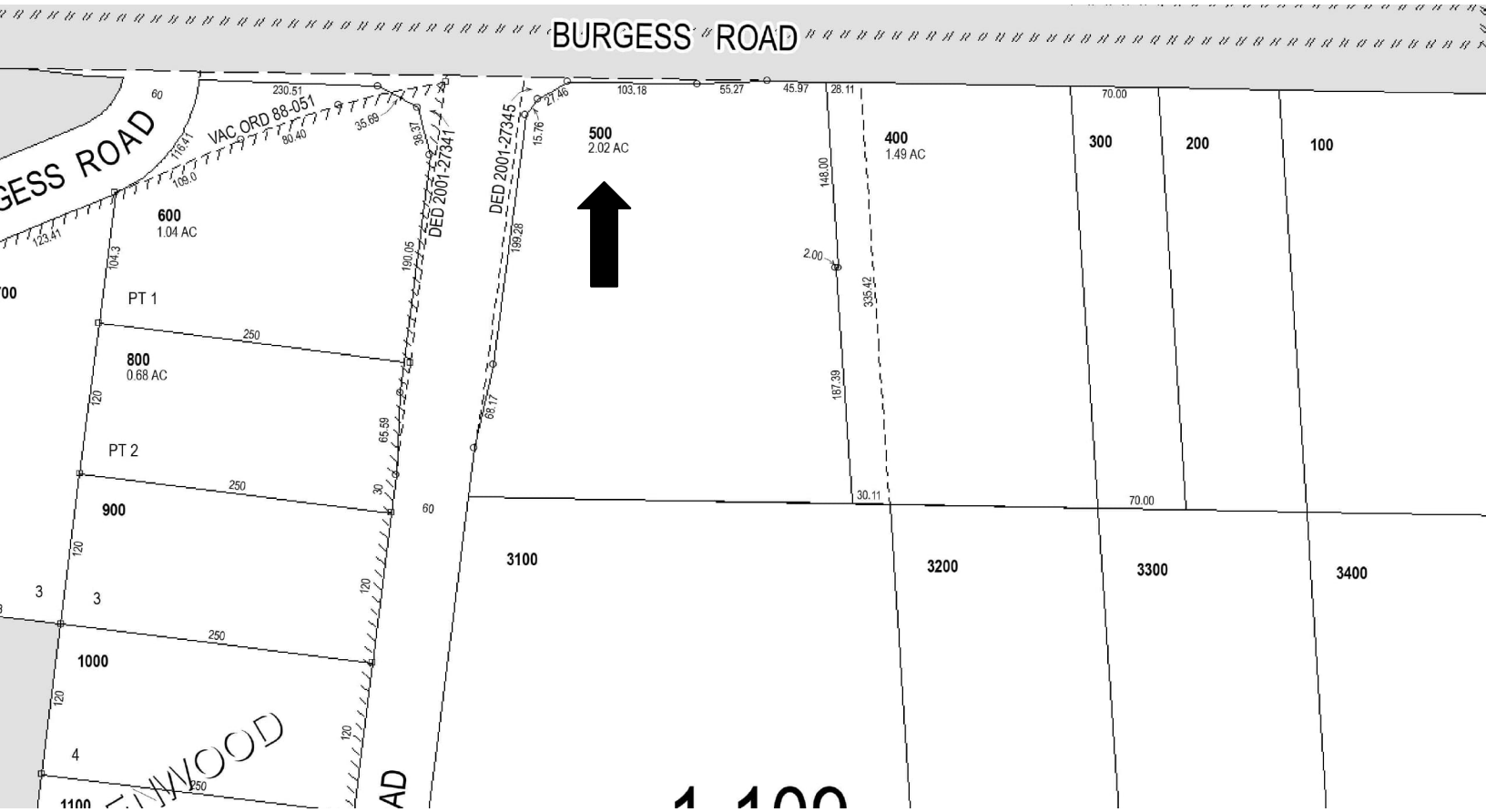
Commencing at the 1958 BLM Brass Cap monument that marks the East one-sixteenth corner between Section 2 in Township 22 South, Range 10 E.W.M. and Section 35 in Township 21 South, Range 10 E.W.M.; thence N89°33'03"W 525.66 feet upon the north line of said Section 2 to the **POINT OF BEGINNING,** marked by an orange plastic cap atop a #5 rebar; thence leaving said north line S4°24'00"E 148.00 feet to an orange plastic cap atop a #5 rebar; thence N89°33'03"W 2.00 feet to an orange plastic cap atop a #5 rebar; thence S4°24'00"E 187.39 feet to a point on the south line of the West Half of the Northwest Quarter of the Northeast Quarter of the Northwest Quarter of the Northeast Quarter (W1/2NW1/4NE1/4NW1/4NE1/4) of said Section 2; thence upon said south line S89°30'11"E 30.11 feet; thence leaving said south line N4°24'00"W 335.42 upon the east line of the West Half of the Northwest Quarter of the Northeast Quarter of the Northwest Quarter of the Northeast Quarter (W1/2NW1/4NE1/4NW1/4NE1/4) of said Section 2 to a point on the north line of said Section 2; thence N89°33'03"W 28.11 feet upon said north line to the Point of Beginning and terminus of this description.

P.O. Box 4524 • Sunriver, OR 97707 • Voice/Fax: (541) 593-1792

Western Title & Escrow

This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.

N W E S



THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY

10/25/2021

N.W.1/4 N.E.1/4 SEC.2 T.22S. R.10E. W.M.
DESCHUTES COUNTY
1" = 100'

22 10 02AB

22 10 02AB

C4020-A (3-83)

EASEMENT
91-18031

238 - 1559

Job 95-9310

R/W Reference 91049065

KNOW ALL MEN BY THESE PRESENTS:

For and in consideration of $100.00, the undersigned, hereinafter referred to as Grantor(s), hereby grants a perpetual easement to Pacific Northwest Bell Telephone Company, a Washington Corporation, its successors and assigns, hereinafter referred to as Grantee, with the right, privilege and authority to place, construct, maintain, inspect, reconstruct, repair, replace, remove and keep obstacles clear from Grantee's facilities consisting of Underground communication lines and other appurtenances as the Grantee may from time to time require over, across, upon and under the hereinafter described property situated in Deschutes County, State of Oregon and is described as follows:

Accepted by D. L. Langley Right-of-Way Manager

A strip of land ten (10) feet in width and three hundred ten (310) feet in length, as placed, beginning at a point on the north property line in the northwestern corner paralleling Pengra Huntington Road and running thence southwesterly parallel to said road to a point on the south property line in the southwestern corner, and being a portion of the following described property.

All of the Northeast Quarter of the Northwest Quarter of the Northwest Quarter of the Northeast Quarter of Section Two (2) in Township Twenty Two (22) South, Range Ten (10) East of the Willamette Meridian, lying East of the County Road, and also the West Half of the Northwest Quarter of the Northeast Quarter of the Northwest Quarter of the Northeast Quarter of Section Two (2) in Township Twenty Two (22) South, Range Ten (10) East of the Willamette Meridian, SUBJECT to Easements and grants for telephone, telegraph and power lines, roads, railroads, hoghways, ditches, canals and pipelines.

Grantee shall at all times have the right of full and free ingress to and egress from said property described above, with the understanding that Grantee shall be responsible for all damage caused to Grantor arising from Grantee's exercise of the rights and privileges herein granted.

Grantor reserves the right to use the easement for any purposes as long as not inconsistent with nor an interference with the rights granted Grantee herein.

The rights, conditions and provisions of this easement shall inure to the benefit of and be binding upon the heirs, executors, administrators, successors and assigns of the respective parties hereto.

In witness whereof the undersigned has executed this instrument this 13th day of February, 1991.

Witness: _____

By: Harry R. Anson Sr.
Harry R. Anson, Sr.

Marion E. Anson
Marion E. Anson

FORM APPROVED
Date: 3/14/91
By: M K Hastings
Legal Department
Pacific Northwest Bell

(Individual Acknowledgement)

State of Oregon
County of Deschutes } ss

On this day personally appeared before me Harry R Anson Sr and Marion E Anson known to me to be the individual s who executed the foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes herein mentioned.

Given under my hand and official seal this 13th day of February, 1991.

Steven W Hammond

Notary Public in and for the State of Oregon residing at Vancouver, Washington
My commission expires: September 15, 1992

State of ___ STATE OF OREGON) COUNTY OF DESCHUTES) SS.

County of ___

I, MARY SUE PENHOLLOW, COUNTY CLERK AND RECORDER OF CONVEYANCES, IN AND FOR SAID COUNTY, DO HEREBY CERTIFY THAT THE WITHIN INSTRUMENT WAS RECORDED THIS DAY:

On this da ___

91 JUN 27 PM 3:03

who did s ___

MARY SUE PENHOLLOW
COUNTY CLERK

of the cc
and ack
voluntar
purpose
was/we
of the c
Given u
of ___

BY. P Lee DEPUTY

NO. 91-18031 FEE 10.00

DESCHUTES COUNTY OFFICIAL RECORDS

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residing ___

My commission expires: ___

VOL: 2001 PAGE: 30254
RECORDED DOCUMENT

STATE OF OREGON
COUNTY OF DESCHUTES

*2001-30254 * Vol-Page Printed: 06/25/2001 15:13:07

DO NOT REMOVE THIS CERTIFICATE

(This certificate constitutes a part of the original instrument in accordance with ORS 205.180(2). Removal of this certificate may invalidate this certificate and affect the admissibility of the original instrument into evidence in any legal proceeding.)

I hereby certify that the attached instrument was received and duly recorded in Deschutes County records:

DATE AND TIME: Jun. 25, 2001; 3:09 p.m.

RECEIPT NO: 37425

DOCUMENT TYPE: Easement

FEE PAID: $31.00

NUMBER OF PAGES: 1

Mary Sue Penhollow

MARY SUE PENHOLLOW
DESCHUTES COUNTY CLERK

22-10-02
22-10-03
22-10-04
22-10-09

22-10-10
22-10-11
22-10-34

2001-30254-C

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Sec 4-2-3-33-D-9
11-34-21

RIGHT OF WAY EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that WE, the undersigned, CAREY S. STEARNS & BETTY H. STEARNS for a good and valuable consideration, the receipt whereof is hereby acknowledged, do hereby grant unto MIDSTATE ELECTRIC COOPERATIVE, INC., a cooperative corporation, whose postoffice address is Lapine, Oregon, and to its successors or assigns, the right to enter upon the lands of the undersigned, situated in the County of Deschutes State of Oregon, and more particularly described as follows: Sec 4 T 22 S, R 10 E. - NE¼ SE¼; Sec. 2 - 22-10: W½ NE¼; S½ NW¼; NE¼ SW¼; W½ SW¼. Sec. 3 - 22 - 10: SW¼ NE¼; NE¼ SW¼; W½ SE¼; SE¼ NE¼; E½ SE¼; W½ SW¼; SE¼ SW¼; NE¼ NW¼. Sec. 9 - 22-10: NW¼; E½ SE¼; SW¼ SE¼; NW¼ SE¼. Sec. 10 - 22-10: N½ NE¼; SW¼ NE¼; SE¼ NW¼; NW¼ SW¼; NE¼ NW¼; S½ S½ NW¼ NW¼; SW¼ NW¼. Sec. 11 - 22-10; NW¼ NW¼. Sec. 34 - 21-10: NE¼ SW¼; SE¼ SW¼; NW¼ SE¼; NW¼ NE¼; SW¼ NE¼; NE¼ NW¼; SE¼ NW¼.

AFTER RECORDING
MIDSTATE ELECTRIC COOPERA
P.O. BOX 127
LA PINE OR 97739

East of the Willamette Meridian, and to construct, operate and maintain on the above-described lands, an electric transmission or distribution line or system, and to cut and trim trees and shrubbery to the extent necessary to keep them clear of said electric line or system and to cut down from time to time all dead, weak, leaning or dangerous trees that are tall enough to strike the wires in falling.

The undersigned covenant that WE ARE the owner S of the above described lands and that the said lands are free and clear of encumbrances and liens of whatsoever character except those held by the following:

NONE

IN WITNESS WHEREOF, the undersigned we set our hands and seals this 3rd day of May, 19 49.

Carey S. Stearns (SEAL)

Betty H. Stearns (SEAL)

STATE OF OREGON)
)
COUNTY OF Deschutes.)

BE IT REMEMBERED, That on this 3rd day of May A.D. 1949, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Carey S. Stearns and Betty H. Stearns who are known to me to be the identical individuals described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and official seal the day and year last above written.

Helen M. Calkins
Notary Public for Oregon

My commission expires

Notary Public, Deschutes County, Oregon
My Commission Expires October 13, 1952.

DOCUMENT ILLEGIBLE/POOR QUALITY AT TIME OF RECORDING

WHEN RECORDED MAIL TO:
Attn: Underwriting
Mid Oregon Federal Credit Union
P.O. Box 6749
Bend, Oregon 97708-6749

Deschutes County Official Records **2016-002853**
M-DT
Stn=4 BN **01/27/2016 08:07:40 AM**
$35.00 $11.00 $10.00 $6.00 $21.00 **$83.00**

I, Nancy Blankenship, County Clerk for Deschutes County, Oregon, certify that the instrument identified herein was recorded in the Clerk records.
Nancy Blankenship - County Clerk

RETURN TO WESTERN TITLE & ESCROW
111455

SPACE ABOVE THIS LINE FOR RECORDERS USE ONLY

LINE OF CREDIT TRUST DEED

THIS LINE OF CREDIT TRUST DEED IS DATED January 22, 2016 AMONG Harry R. Anson, Sr. and Marion E. Anson, as tenants by the entirety, whose address is 52390 Huntington Rd La Pine OR 97739 (referred to below as "Trustor"); Mid Oregon Federal Credit Union, whose address is P.O. Box 6749, Bend, Oregon 97708-6749 (referred to below sometimes as "Lender" and sometimes as "Beneficiary"); and Western Title Escrow, whose address is 360 SW Bond Ste 100, Bend OR 97702, (referred to below as "Trustee").

This Line of Credit Trust Deed secures the Home Equity Plan Credit Agreement and Disclosures ("Agreement") dated January 22, 2016 in the maximum principal amount at any one time of $46,240.00.

The term of the Agreement commences on the date of this Line of Credit Trust Deed and for purposes of ORS 88.110, ends thirty (30) years after that date.

This Line of Credit Trust Deed, is given to secure (1) payment of the indebtedness and (2) performance of any and all obligations of Trustor under the Agreement and this Line of Credit Trust Deed. This Line of Credit Trust Deed is given and accepted on the following terms:

1. **CONVEYANCE AND GRANT.** For valuable consideration, Trustor conveys to Trustee in trust, with power of sale for the benefit of Lender as Beneficiary all of Trustor's right, title, and interest in and to the following described real property (Real Property), together with all existing or subsequently erected or affixed buildings, improvements and fixtures; all easements, rights of way, and appurtenances; all water, water rights and ditch rights (including stock in utilities with ditch or irrigation rights); and all other rights, royalties, and profits relating to the real property, including without limitation all minerals, oil, gas, geothermal and similar matters. Property description:

   See attached Exhibit "A"

2. **DEFINITIONS.** The following words shall have the following meanings when used in this Line of Credit Trust Deed:
   a. **Indebtedness.** The word "Indebtedness" means all principal and interest payable under the Agreement and any amounts advanced or expended by Lender to discharge obligations of Trustor or expenses incurred by Trustee or Lender to enforce obligations of Trustor under this Line of Credit Trust Deed, together with interest on such amounts as provided in this Line of Credit Trust Deed. This Line of Credit Trust Deed secures a line of credit. The term "Line of Credit" means a revolving line of credit which obligates Lender to make advances to Trustor at a fixed or variable rate of interest in the maximum principal amount at any one time as set forth above until the Agreement is terminated or suspended or if advances are made up to the maximum credit limit, and Trustor complies with the terms of the Agreement. Funds may be advanced by Credit Union, repaid by Trustor, and subsequently readvanced by Credit Union in accordance with the Agreement. Notwithstanding the amount outstanding at any particular time, this Line of Credit Trust Deed secures the total indebtedness under the Agreement. The unpaid balance of the line of credit under the Agreement will remain in full force and effect notwithstanding a zero outstanding balance on the line from time to time. Any principal advance under the line of credit that exceeds the amount shown above as the principal amount of the Agreement will not be secured by this Line of Credit Trust Deed.
   b. **Personal Property.** The words "Personal Property" mean all equipment, fixtures, and other articles of personal property owned by Trustor, now or hereafter attached or affixed to the Real Property; together with all accessions, parts, and additions to, all replacements of, and all substitutions for, any of such property; and together with all proceeds (including without limitation all insurance proceeds and refunds of premiums) from any sale or other disposition of the Property.
   c. **Property.** The word "Property" means collectively the Real Property and the Personal Property.
   d. **Related Documents.** The words "Related Documents" mean and include without limitation all advance vouchers, loan agreements, guaranties, security agreements, mortgages, deeds of trust, and all other documents, whether now or hereafter existing, executed in connection with Trustor's Indebtedness to Lender.
3. **PAYMENT AND PERFORMANCE.** Trustor shall pay to Lender all amounts secured by this Line of Credit Trust Deed as they become due, and shall strictly perform all of Trustor's obligations under the Agreement and Line of Credit Trust Deed.
4. **POSSESSION AND MAINTENANCE OF THE PROPERTY.** Trustor agrees that its possession and use of the Property shall be governed by the following provisions:
   a. **Possession and Use.** Unless and until Lender takes any action under paragraph 17, Trustor may (a) remain in possession and control of the Property, and (b) operate and manage the Property.
   b. **Duty to Maintain.** Trustor shall maintain the Property in tenantable condition and promptly perform all repairs and maintenance necessary to preserve its value.

Borrowers' initials HRA MEA

c. **Hazardous Substances.** Trustor represents and warrants that the Property never will be so long as this Line of Credit Trust Deed remains a lien on the Property, used for the generation, manufacture, storage, treatment, disposal, release or threatened release of any hazardous substance, as those terms are defined in the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, 42 U.S.C. Section 9601, et seq. ("CERCLA"), the Superfund Amendments and Reauthorization Act ("SARA"), applicable state laws, or regulations adopted pursuant to any of the foregoing. Trustor authorizes Lender and its agents to enter upon the Real Property to make such inspections and tests as Lender may deem appropriate to determine compliance of the Property with this paragraph. Any inspections or tests made by Lender shall be for Lender's purposes only and shall not be construed to create any responsibility or liability on the part of Lender to Trustor or to any other person. Trustor agrees to indemnify and hold Lender harmless against any and all claims and losses resulting from a breach of this paragraph of the Line of Credit Trust Deed. This obligation to indemnify shall survive the payment of the Indebtedness and the satisfaction of this Line of Credit Trust Deed.

d. **Nuisance, Waste.** Trustor shall not cause, conduct or permit any nuisance nor commit or suffer any strip or waste on or to the Property or any portion thereof. Specifically without limitation, Trustor will not remove, or grant to any other party the right to remove, any timber, minerals (including oil and gas), soil, gravel or rock products without the prior written consent of Lender.

e. **Lender's Right to Enter.** Lender and its agents and representatives may enter upon the Real Property at all reasonable times to attend to Lender's interest and to inspect the Property for purposes of Trustor's compliance with the terms and conditions of this Line of Credit Trust Deed.

f. **Compliance with Governmental Requirements.** Trustor shall promptly comply with all laws, ordinances, and regulations of all governmental authorities applicable to the use or occupancy of the Property. Trustor may contest in good faith any such law, ordinance, or regulation and withhold compliance during any proceeding, including appropriate appeals, so long as Trustor has notified Lender in writing prior to doing so and so long as Lender's interests in the Property are not jeopardized. Lender may require Trustor to post adequate security reasonably satisfactory to Lender, to protect Lender's interest.

g. **Duty to Protect.** In addition to the acts set forth above in this section, Trustor shall do all other acts that from the character and use of the Property are reasonably necessary to protect and preserve the Property.

5. **INDEMNITY.** Trustor shall indemnify Lender and hold Lender harmless from any and all claims or liabilities arising out of or in connection with the Property or its use, provided that such claims or liabilities arise out of acts or omissions occurring subsequent to the date Trustor first holds title to the Property.

6. **DUE ON SALE - CONSENT BY LENDER.** Trustor shall not sell, or transfer its interest in the Real Property or any interest or part thereof, without the Lender's prior written consent. A sale, assignment, or transfer means the conveyance of real property or any right, title or interest therein; whether legal or equitable; whether voluntary or involuntary; whether by outright sale, deed, installment sale contract, land contract, contract for deed, lease-option contract, or by sale, assignment, or transfer of any beneficial interest in or to any land trust holding title to the Real Property, or by any other method of conveyance of real property interest. Transfer also includes any change in ownership of more than fifty percent (50%) of the interests of Trustor. However, this option shall not be exercised by Lender if exercise is prohibited by federal law or by Oregon law.

7. **LEASES - CONSENT REQUIRED.** Trustor may not lease or sublet the Property. Trustor represents and agrees that the Property will remain owner-occupied.

8. **TAXES AND LIENS.** The following provisions relating to the taxes and liens on the Property are a part of this Line of Credit Trust Deed.

   a. **Payment.** Trustor shall pay when due before they become delinquent all taxes, special taxes, assessments, charges (including water and sewer), fines and impositions levied against or on account of the Property, and shall pay when due all claims for work done on or for services rendered or material furnished to the Property. Trustor shall maintain the Property free of all liens having priority over or equal to the interest of Lender under this Line of Credit Trust Deed, except for the lien of taxes and assessments current but not yet due, except as otherwise provided in this Line of Credit Trust Deed. If Trustor objects in good faith to the validity or amount of any tax, assessment, or related lien, Trustor at its sole expense may contest the validity and amount of the tax, assessment, or lien.

   b. **Evidence of Payment.** Trustor shall upon demand furnish to Lender evidence of payment of the taxes or assessments and shall authorize the appropriate governmental official to deliver to Lender at any time a written statement of the taxes and assessments against the Property.

9. **PROPERTY DAMAGE INSURANCE.** The following provisions relating to insuring the Property are a part of this Line of Credit Trust Deed.

WARNING - UNLESS YOU PROVIDE US WITH EVIDENCE OF THE INSURANCE COVERAGE AS REQUIRED BY OUR LOAN AGREEMENT, WE MAY PURCHASE INSURANCE AT YOUR EXPENSE TO PROTECT OUR INTEREST. THIS INSURANCE MAY, BUT NEED NOT, ALSO PROTECT YOUR INTEREST. IF THE COLLATERAL BECOMES DAMAGED, THE COVERAGE WE PURCHASE MAY NOT PAY ANY CLAIM YOU MAKE OR ANY CLAIM MADE AGAINST YOU. YOU MAY LATER CANCEL THIS COVERAGE BY PROVIDING EVIDENCE THAT YOU HAVE OBTAINED PROPER COVERAGE ELSEWHERE. YOU ARE RESPONSIBLE FOR THE COST OF ANY INSURANCE PURCHASED BY US. THE COST OF THIS INSURANCE MAY BE ADDED TO YOUR LOAN BALANCE. IF THE COST IS ADDED TO THE LOAN BALANCE, THE INTEREST RATE ON THE UNDERLYING LOAN WILL APPLY TO THIS ADDED AMOUNT. THE EFFECTIVE DATE OF COVERAGE MAY BE THE DATE YOUR PRIOR COVERAGE LAPSED OR THE DATE YOU FAILED TO PROVIDE PROOF OF COVERAGE. THE COVERAGE WE PURCHASE MAY BE CONSIDERABLY MORE EXPENSIVE THAN INSURANCE YOU CAN OBTAIN ON YOUR OWN AND MAY NOT SATISFY ANY NEED FOR PROPERTY DAMAGE COVERAGE OR ANY MANDATORY LIABILITY INSURANCE REQUIREMENTS IN OREGON.

   a. **Maintenance of Insurance.** Trustor shall procure and maintain policies of fire insurance with standard extended coverage endorsements on a replacement basis for the full insurable value covering all Improvements on the Real Property in an amount not less than the total unpaid balance on the Agreement, and with a standard mortgagee clause in favor of Lender. Policies shall be written in form, amounts, coverages and basis reasonably acceptable to Lender and issued by a company or companies reasonably acceptable to Lender. Trustor, upon request of Lender, will deliver to Lender from time to time the policies or certificates of insurance in form satisfactory to Lender, including stipulations that coverages will not be canceled or diminished without at least ten (10) days prior written notice to Lender.

   b. **Application of Proceeds.** In the event that the Improvements are damaged or destroyed by casualty, Trustor shall promptly restore the Improvements and Lender shall make the insurance proceeds available to Trustor for restoration, subject to the following conditions: (a) Lender shall have reasonably determined that the Improvements can be restored to as good or better condition as the Improvements were in immediately prior to the casualty on account of which such proceeds were paid; (b) Lender shall have determined that such net proceeds, together with any funds paid by Trustor to Lender, shall be sufficient to complete the restoration; (c) No default and no event of failure which, with the passage of time or the giving of notice, would constitute a default under this Line of Credit Trust Deed shall have occurred; (d) At the time of such casualty, there are at least

two (2) years to the maturity date of the Note; (e) Lender shall have approved the plans and specifications to be used in connection with the restoration, which approval shall not be unreasonably withheld, and shall have received written evidence, satisfactory to Lender, that such plans and specifications have been approved by all governmental and quasi-governmental authorities having jurisdiction and by all other persons or entities required to approve such plans and specifications; (f) Lender may require that the funds be disbursed by it or by a disbursement agent appointed by it in a manner similar to that utilized for the disbursement of funds under a construction loan, including without limitation, requirement of certificates of architect as to percentage of completion and the furnishing of appropriate mechanics and materialmen's lien waivers, the furnishing of appropriate bonds and other items as reasonably required by Lender. Net proceeds in excess of the amount necessary to complete the restoration shall, at the option of Lender, be applied to the outstanding indebtedness as a prepayment thereof.

c. **Unexpired Insurance at Sale.** Any unexpired insurance shall inure to the benefit of, and pass to, the purchaser of the Property covered by this Line of Credit Trust Deed at any trustee's or other sale held under the provisions of this Line of Credit Trust Deed, or at any foreclosure sale of such Property.

d. **Trustor's Report on Insurance.** Upon request of Lender, however not more than once a year, Trustor shall furnish to Lender a report on each existing policy of insurance showing: (a) the name of the insurer; (b) the risks insured; (c) the amount of the policy; (d) the property insured, the then current replacement value of such property, and the manner of determining that value; and (e) the expiration date of the policy.

10. **EXPENDITURES BY LENDER.** If Trustor fails to comply with any provision of this Line of Credit Trust Deed, or if any action or proceeding is commenced that would materially affect Lender's interest in the Property, Lender on Trustor's behalf may, but shall not be required to pay all such expenses including but not limited to taxes, insurance and maintenance costs, and at Lender's option, will (a) be payable on demand, or (b) be added to the principal loan balance and be payable in accordance with the Agreement. This Line of Credit Trust Deed also will secure payment of these amounts. The rights provided for in this paragraph shall be in addition to any other rights or any remedies to which Lender may be entitled on account of the default. Any such action by Lender shall not be construed as curing the default so as to bar Lender from any remedy that it otherwise would have had.

11. **WARRANTY; DEFENSE OF TITLE.** The following provisions relating to ownership of the Property are a part of this Line of Credit Trust Deed.

a. **Title.** Trustor warrants that (a) Trustor holds good and marketable title of record to the Property in fee simple, free and clear of all liens and encumbrances other than those set forth in any policy of title insurance issued in favor of or in any title opinion given to, and accepted by, Lender in connection with this Line of Credit Trust Deed and (b) Trustor has the full right, power, and authority to execute and deliver this Line of Credit Trust Deed to Lender.

b. **Defense of Title.** Subject to the exceptions in the paragraph above, if any, Trustor warrants and will forever defend the title to the Property against the lawful claims of all persons. In the event any action or proceeding is commenced that questions Trustor's title or the interest of Trustee or Lender under this Line of Credit Trust Deed, Trustor shall defend the action at its expense. Trustor may be the nominal party in such proceeding, but Lender shall be entitled to participate in the proceeding and to be represented in the proceeding by counsel of its own choice, and Trustor will deliver, or cause to be delivered, to Lender such instruments as may be requested by it from time to time to permit such participation.

c. **Compliance With Laws.** Trustor warrants that its use of the Property complies with all existing applicable laws, ordinances, and regulations of governmental authorities.

12. **CONDEMNATION.** The following provisions relating to proceedings in condemnation are a part of this Line of Credit Trust Deed.

a. **Application of Net Proceeds.** If all or any part of the Property is condemned, Lender shall apply the net proceeds of the award in any reasonable manner necessary to satisfy Trustor's obligations under the Agreement of this Line of Credit Trust Deed. The net proceeds of the award shall mean the award after payment of all reasonable costs, expenses, and attorney fees necessarily paid or incurred by Trustee or Lender in connection with the condemnation. However, there shall be no obligation to pay Trustor's costs, expenses or attorney fees from such awards.

b. **Proceedings.** If any proceeding in condemnation is filed, Trustor shall promptly notify Lender in writing and Trustor shall promptly take such steps as may be necessary to defend the action and obtain the award. Trustor may be the nominal party in such proceeding, but Lender shall be entitled to participate in the proceeding and to be represented in the proceeding by counsel of its own choice, and Trustor will deliver or cause to be delivered, to Lender such instruments as may be requested by it from time to time to permit such participation.

13. **IMPOSITION OF TAXES BY GOVERNMENTAL AUTHORITIES.** The following provisions relating to taxes are a part of this Trust Deed.

a. **Taxes Covered.** The following shall constitute taxes to which this section applies: (a) a specific tax upon this type of Trust Deed or upon all or any part of the Indebtedness secured by this Trust Deed; (b) a specific tax on Borrower which Borrower is authorized or required to deduct from payments on the Indebtedness secured by this type of Trust Deed; (c) a tax on this type of Trust Deed chargeable against the Lender; and (d) a specific tax on all or any portion of the Indebtedness or on payments of principal and interest made by a Borrower.

b. **Remedies.** If any tax to which this section applies is enacted subsequent to the date of this Trust Deed, Grantor shall either (a) pay the tax before it becomes delinquent, or (b) contest the tax as provided above in the Taxes and Liens section and deposit with Lender cash or a sufficient corporate surety bond or other security satisfactory to Lender.

14. **SECURITY AGREEMENT; FINANCING STATEMENTS.** The following provisions relating to this Line of Credit Trust Deed as a security agreement are a part of this Line of Credit Trust Deed.

a. **Security Agreement.** This instrument shall constitute a security agreement to the extent any of the Property constitutes fixtures or other personal property, and Lender shall have all of the rights of a secured party under the Uniform Commercial Code.

b. **Security Interest.** Upon request by Lender, Trustor shall execute financing statements and take whatever other action is requested by Lender to perfect and continue Lender's security interest in the Rents and Personal Property. In addition to recording this Line of Credit Trust Deed in the real property records, Lender may, at any time and without further authorization from Trustor, file executed counterparts, copies or reproductions of this Line of Credit Trust Deed as a financing Statement. Trustor shall reimburse Lender for all expenses incurred in perfecting or continuing this security interest. Upon default, Trustor shall assemble the Personal Property in a manner and at a place reasonably convenient to Trustor and Lender and make it available to Lender within three (3) business days after receipt of written demand from Lender.

c. **Addresses.** The mailing address of Trustor (debtor) and the mailing address of Lender (secured party) from which information concerning the security interest granted by this Line of Credit Trust Deed may be obtained (each as required by the Uniform Commercial Code of the state where the Property is located) are as stated on the first page of this Line of Credit Trust Deed.

15. **FURTHER ASSURANCES; ATTORNEY-IN-FACT.** The following provisions relating to further assurances are a part of this Line of Credit Trust Deed.

a. **Further Assurances.** At any time, and from time to time, upon request of Lender, Trustor will make, execute and deliver, or will cause to be made, executed or delivered, to Lender or to Lender's designee, and when requested by Lender, cause to be filed, recorded, re-filed, or re-recorded, as the case may be, at such times and in such offices and places as Lender may deem appropriate, any and all such mortgages, deeds of trust, security deeds, security agreements, financing statements, continuation statements, instruments of further assurance, certificates, and other documents as may, in the sole opinion of Lender, be necessary or desirable in order to effectuate, complete, perfect, continue, or preserve (a) the obligations of Trustor under the Agreement, this Line of Credit Trust Deed, and the Related Documents, and (b) the liens and security interests created by this Line of Credit Trust Deed on the Property, whether now owned or hereafter acquired by Trustor. Unless prohibited by law or

agreed to the contrary by Lender in writing, Trustor shall reimburse Lender for all costs and expenses incurred in connection with the matters referred to in this paragraph.

b. **Attorney-in-Fact.** If Trustor fails to do any of the things referred to in the preceding paragraph, Lender may do so for and in the name of Trustor and at Trustor's expense. For such purposes, Trustor hereby irrevocably appoints Lender as Trustor's attorney-in-fact for the purpose of making, executing, delivering, filing, recording, and doing all other things as may be necessary or desirable, in Lender's sole opinion, to accomplish the matters referred to in the preceding paragraph.

16. **FULL PERFORMANCE.** If Trustor pays all the Indebtedness, including without limitation all future advances, when due and otherwise performs all the obligations imposed upon Trustor under this Line of Credit Trust Deed and the Agreement, Lender shall execute and deliver to Trustee a request for full reconveyance and shall execute and deliver to Trustor suitable statements of termination of any financing statement on file evidencing Lender's security interest in the Rents and the Personal Property. Any reconveyance fee required by law shall be paid by Trustor, if permitted by applicable law.

17. **POSSIBLE ACTIONS OF LENDER.** The Lender may take the following actions with respect to your Agreement under the circumstances listed below:

    a. **Termination and Acceleration.** Except as set forth in the Agreement the Lender may, without further notice terminate your Agreement and require Trustor to pay the entire outstanding balance immediately, and charge Trustor certain fees if any of the following happen: i) Trustor engages in any fraud or material misrepresentation in connection with the Agreement. For example, if there are false statements or omissions on Trustor's application or financial statements; ii) Trustor does not meet the repayment terms of the Agreement; iii) Trustor's actions or inactions adversely affect the collateral or Lender's rights in the collateral. For example, if Trustor fails to: maintain insurance, pay taxes; transfer title to or sell the collateral, prevent the foreclosure of any items, or waste of the collateral.

    b. **Suspension of Credit/Reduction of Credit Limit.** Lender may refuse to make additional advances on the line of credit or reduce the credit limit during any period in which the following exist or occur: i) Any of the circumstances listed in a., above; ii) The value of Trustor's dwelling securing the Indebtedness declines significantly below its appraised value for purposes of the Agreement; iii) Lender reasonably believes that Trustor will not be able to meet the repayment requirements of the Agreement due to a material change in Trustor's financial circumstances; iv) Trustor is in default under any material obligations of the Agreement and Line of Credit Trust Deed; v) Any government action prevents Lender from imposing the annual percentage rate provided for or impairs Lender's security interest such that the value of the interest is less than 120 percent of the credit line. vi) Lender has been notified by government agency that continued advances would constitute an unsafe and unsound practice.

    c. **Change in Terms.** The Agreement permits Lender to make certain changes to the terms of the Agreement at specified times or upon the occurrence of specified events. The Agreement also permits Lender to prohibit additional extensions of credit or reduce the credit limit during any period in which the maximum annual percentage rate is reached.

18. **NOTICE OF DEFAULT.** In the event of a default under Paragraph 17.b.iv), Lender shall notify Borrower of the default as required by applicable law. Notice shall be deemed to have been given when deposited in the United States mail, postage fully prepaid, certified or return receipt requested and addressed to Borrower at the address listed above or to such other address as may be designated by written notice from Borrower.

19. **ACTIONS UPON TERMINATION.** In the event the Agreement is terminated, Trustee or Lender, at its option, may, not earlier than thirty (30) days after Trustor has been given written notice of the termination, exercise any one or more of the following rights and remedies, in addition to any other rights or remedies provided by law.

    a. **Foreclosure.** With respect to all or any part of the Real Property, the Trustee shall have the right to foreclose by notice and sale, and Lender shall have the right to foreclose by judicial foreclosure, in either case in accordance with and to the full extent provided by applicable law. Nothing contained herein shall be construed to limit the right of Lender to foreclose this Trust Deed by judicial action or by exercise of the power of sale or to bring a separate action on the indebtedness secured hereby, whether before or after foreclosure of this Trust Deed.

    b. **UCC Remedies.** With respect to all or any part of the Personal Property, Lender shall have all the rights and remedies of a secured party under the Uniform Commercial Code.

    c. **Collect Rents.** Lender shall have the right, without notice to Trustor, to take possession of and manage the Property and collect the Rents, including amounts past due and unpaid, and apply the net proceeds, over and above Lender's costs, against the Indebtedness. In furtherance of this right, Lender may require any tenant or other user of the Property to make payments of rent or use fees directly to Lender. If the Rents are collected by Lender, then Trustor irrevocably designates Lender as Trustor's attorney in fact to endorse instruments received in payment thereof in the name of Trustor and to negotiate the same and collect the proceeds. Payments by tenants or other users to Lender in response to Lender's demand shall satisfy the obligations for which the payments are made, whether or not any proper grounds for the demand existed. Lender may exercise its rights under this subparagraph either in person, by agent, or through a receiver.

    d. **Appoint Receiver.** Lender shall have the right to have a receiver appointed to take possession of any or all of the Property, with the power to protect and preserve the Property, to operate the Property preceding foreclosure or sale, and to collect the Income from the Property and apply the proceeds, over and above cost of the receivership, against the Indebtedness. The receiver may serve without bond if permitted by law. Lender's right to the appointment of a receiver shall exist whether or not the apparent value of the Property exceeds the Indebtedness by a substantial amount. Employment by Lender shall not disqualify a person from serving as a receiver.

    e. **Other Remedies.** Trustee or Lender shall have any other right or remedy provided in this Line of Credit Trust Deed or the Agreement or by law.

    f. **Notice of Sale.** Lender shall give Trustor reasonable notice of the time and place of any public sale of the Personal Property or of the time after which any private sale or other intended disposition of the Personal Property is to be made. Reasonable notice shall mean notice given at least ten (10) days before the time of the sale or disposition. Any sale of Personal Property may be made in conjunction with any sale of the Real Property.

    g. **Sale of the Property.** To the extent permitted by applicable law, Trustor hereby waives any and all rights to have the Property marshaled. In exercising its rights and remedies, the Trustee or Lender shall be free to sell all or any part of the Property together or separately, in one sale or by separate sales. Lender shall be entitled to bid at any public sale on all or any portion of the Property.

20. **WAIVER; ELECTION OF REMEDIES.** A waiver by any party of a breach of a provision of this Line of Credit Trust Deed shall not constitute a waiver of or prejudice the party's rights otherwise to demand strict compliance with that provision or any other provision. Election by Lender to pursue any remedy provided in this Line of Credit Trust Deed, the Agreement, in any Related Document, or provided by law shall not exclude pursuit of any other remedy, and an election to make expenditures or to take action to perform an obligation of Trustor under this Line of Credit Trust Deed after failure of Trustor to perform shall not affect Lender's right to declare a default and to exercise any of its remedies.

21. **ATTORNEY FEES; EXPENSES.** If Lender institutes any suit or action to enforce any of the terms of this Line of Credit Trust Deed, Lender shall be entitled to recover such sum as the court may adjudge reasonable as attorney fees at trial and on any appeal. Whether or not any court action is involved, all reasonable expenses incurred by Lender which in Lender's opinion are necessary at any time for the protection of its interest or the enforcement of its rights shall become a part of the Indebtedness payable on demand and shall bear interest at the Note rate or default rate, whichever is higher, from the date of expenditure until repaid. Expenses covered by this paragraph include, without limitation however subject to any limits under applicable law, Lender's attorney fees whether or not there is a lawsuit, including attorney fees for bankruptcy proceedings (including efforts to modify or vacate any automatic stay or injunction), appeals and any anticipated post-judgment collection services, the cost of searching records, obtaining

title reports (including foreclosure reports), surveyors' reports, appraisal fees, title insurance, and fees for the Trustee, to the extent permitted by applicable law. Trustor also will pay any court costs, in addition to all other sums provided by law. In the event of foreclosure of this Line of Credit Trust Deed, Lender shall be entitled to recover from Trustor Lender's attorney fees and actual disbursements necessarily incurred by Lender in pursuing such foreclosure.

22. **RIGHTS AND DUTIES OF TRUSTEE.** Trustee shall have all of the following rights and duties:
    a. **Power of Trustee.** In addition to all powers of Trustee arising as a matter of law, Trustee shall have the power to take the following actions with respect to the Property upon the request of Lender and Trustor: (a) join in preparing and filing a map or plat of the Real Property, including the dedication of streets or other rights to the public; (b) join in granting any easement or creating any restriction on the Real Property; and (c) join in any subordination or other agreement affecting this Line of Credit Trust Deed or the interest of Lender under this Line of Credit Trust Deed. In the event of default, Lender may execute or cause the Trustee to execute a written notice of such default and of its election to cause to be sold the Property to satisfy the obligations secured hereby, and may cause such notice to be recorded in the office of the recorder for the recording district in which said property or some part thereof is located. Notice of sale having been given as then required by law and not less than the time then required by law having elapsed after recordation of such notice of default, Trustee, without demand on Borrower, shall sell said property at the place provided by law and at the time fixed by Trustee in said notice of sale, either as a whole or in separate parcels and in such order as it may determine, at public auction to the highest and best bidder for cash in lawful money of the United States, payable at the time of sale.
    b. **Obligations to Notify.** Trustee shall not be obligated to notify any other party of a pending sale under any other trust deed or lien, or of any action or proceeding in which Trustor, Lender, or Trustee shall be a party, unless the action or proceeding is brought by Trustee.
    c. **Trustee.** Trustee shall meet all qualifications required for Trustee under applicable state law. In addition to the rights and remedies set forth above, with respect to all or any part of the Property, the Trustee shall have the right to foreclose by notice and sale, and Lender shall have the right to foreclose by judicial foreclosure, in either case in accordance with and to the full extent provided by applicable law.
    d. **Successor Trustee.** Lender, at Lender's option, may from time to time appoint a successor trustee to any Trustee appointed hereunder by an instrument executed and acknowledged by Lender and recorded in the office of the Recorder of the County where the property is now located. The instrument shall contain, in addition to all other matters required by state law, the names of the original Lender, Trustee, and Trustor, the book and page where this Line of Credit Trust Deed is recorded, and the name and address of the successor trustee, and the instrument shall be executed and acknowledged by Lender or its successors in interest. The successor trustee, without conveyance of the Property, shall succeed to all the title, powers, and duties conferred upon the Trustee in this Line of Credit Trust Deed and by applicable law. This procedure for substitution of Trustee shall govern to the exclusion of all other provisions for substitution.
    e. **Sale by Trustee.** When the Trustee sells pursuant to the powers provided, Trustee shall apply the proceeds of sale to payment of (1) the expenses of sale, including the lawful fees of the Trustee and the reasonable fees of Trustee's attorney, (2) the obligations secured by this Trust Deed, (3) to all persons having recorded liens subsequent to the interest of the Beneficiary and the Trust Deed as their interest may appear in the order of their priority and (4) the surplus, if any, to the Trustor or to his successor in interest entitled to such surplus. Trustee may postpone the sale of all or any portion of said property by public announcement at the time and place of sale, and from time to time thereafter may postpone such sale by public announcement at the time and place fixed by the preceding postponement. Trustee shall deliver to the purchaser its deed conveying the property sold, but without any covenant or warranty, express or implied. The recitals in such deed of any matters or facts shall be conclusive proof of the truthfulness thereof. Any person, including Borrower or Trustee, as hereunder defined, or Lender, may purchase at such sale.

23. **NOTICES TO TRUSTOR AND OTHER PARTIES.** Any notice under this Line of Credit Trust Deed, including without limitation any notice of default and any notice of sale to Trustor, shall be in writing and shall be effective when actually delivered or, if mailed, shall be deemed effective when deposited in the United States mail first class or registered mail, postage prepaid, directed to the addresses shown at the top of page one (1). Any party may change its address for notices under this Line of Credit Trust Deed by giving formal written notice to the other parties, specifying that the purpose of the notice is to change the party's address. All copies of notices of foreclosure from the holder of any lien which has priority over this Line of Credit Trust Deed shall be sent to Lender's address, as shown near the top of the first page of this Line of Credit Trust Deed. For notice purposes, Trustor agrees to keep Lender and Trustee informed at all times of Trustor's current address.

24. **MISCELLANEOUS PROVISIONS.** The following miscellaneous provisions are a part of this Line of Credit Trust Deed.
    a. **Amendments.** No alteration or amendment of this Line of Credit Trust Deed shall be effective unless given in writing and signed by the party or parties sought to be charged or bound by the alteration or amendment.
    b. **Annual Reports.** Trustor shall furnish to Lender, upon request, a statement of net cash profit received from the Property during Trustor's previous fiscal year in such detail as Lender shall require. "Net cash profit" shall mean all cash receipts from the Property less all cash expenditures made in connection with the operation of the Property.
    c. **Applicable Law.** This Line of Credit Trust Deed shall be governed by and construed in accordance with the laws of the State of Oregon.
    d. **Caption Headings.** Caption headings in this Line of Credit Trust Deed are for convenience purposes only and are not to be used to interpret or define the provisions of this Line of Credit Trust Deed.
    e. **Entire Agreement.** The parties agree that this Line of Credit Trust Deed, together with any Related Documents, constitutes the entire understanding and agreement of the parties as to the matters set forth in this Line of Credit Trust Deed and supersede any prior agreements between Borrower and Lender relating to the Property.
    f. **Merger.** There shall be no merger of the interest or estate created by this Line of Credit Trust Deed with any other interest or estate in the Property at any time held by or for the benefit of Lender in any capacity, without the written consent of Lender.
    g. **Multiple Parties.** All obligations of Trustor under this Line of Credit Trust Deed shall be joint and several, and all references to Trustor shall mean each and every Trustor. This means that each of the persons signing below is responsible for all obligations in this Line of Credit Trust Deed. It is not necessary for Lender to inquire into the powers of any of the parties or of the officers, directors partners, or agents acting or purporting to act on behalf of Trustor, and any indebtedness made or created in reliance upon the professed exercise of such powers shall be guaranteed under and secured by this Line of Credit Trust Deed.
    h. **Severability.** If a court of competent jurisdiction finds any provision of this Line of Credit Trust Deed to be invalid or unenforceable as to any person or circumstance, such finding shall not render that provision invalid or unenforceable as to any other persons or circumstances, and all provisions of this Line of Credit Trust Deed in all other respects shall remain valid and enforceable.
    i. **Successors and Assigns.** Subject to the limitations stated in this Line of Credit Trust Deed on transfer of Trustor's interest, this Line of Credit Trust Deed shall be binding upon and inure to the benefit of the parties, their successors, and assigns. If ownership of the Property becomes vested in a person other than Trustor, Lender, without notice to Trustor, may deal with Trustor's successors with reference to this Line of Credit Trust Deed and the Indebtedness by way of forbearance or extension without releasing Trustor from the obligations of this Line of Credit Trust Deed or liability under the Indebtedness.
    j. **Time is of the Essence.** Time is of the essence in the performance of this Line of Credit Trust Deed.
    k. **Waiver of Homestead Exemption.** Trustor hereby releases and waives all rights and benefits of the homestead exemption laws of the State of Oregon as to all Indebtedness secured by this Line of Credit Trust Deed.

EACH TRUSTOR ACKNOWLEDGES HAVING READ ALL THE PROVISIONS OF THIS LINE OF CREDIT TRUST DEED, AND EACH TRUSTOR AGREES TO ITS TERMS.

TRUSTOR(S):

X Harry R. Anson Sr.

Name: Harry R. Anson Sr.

X Marion E. Anson

Name: Marion E. Anson

INDIVIDUAL ACKNOWLEDGMENT

STATE OF OREGON

County of Deschutes

This is to certify that on the 22nd day of January,2016, before me the undersigned Notary Public in and for the State of Oregon, duly commissioned and sworn as such, personally appeared Harry R. Anson Sr. and Marion E. Anson, known to me to be said individual(s) that executed the Line of Credit Trust Deed and acknowledged the Line of Credit Trust Deed to be the free and voluntary act of his/her/their will, by authority of statute, for the uses and purposes therein mentioned, and on oath stated that he/she/they was/were authorized to execute this Line of Credit Trust Deed and in fact executed the Line of Credit Trust Deed.

Witness my hand and official seal the day and year last above written.

Notary Public in and for the State of Oregon

My commission expires: May 27, 2019

Notary: _____

OFFICIAL STAMP
TIFFANY M ZEILER
NOTARY PUBLIC-OREGON
COMMISSION NO. 939479
MY COMMISSION EXPIRES MAY 27, 2019

Mid Oregon FCU – NMLS: 472178

Mortgage Loan Officer Name: Tiffany Zeiler

Mortgage Loan Officer #: 639426

REQUEST FOR FULL RECONVEYANCE
(To be used only when obligations have been paid in full)

To Trustee:

The undersigned is the legal owner and holder of all Indebtedness secured by this Line of Credit Trust Deed. All sums secured by this Line of Credit Trust Deed have been fully paid and satisfied. You are hereby directed, upon payment to you under the terms of this Line of Credit Trust Deed or pursuant to any applicable statute, to cancel the Agreement secured by this Line of Credit Trust Deed (which is delivered to you together with this Line of Credit Trust Deed), and to reconvey, without warranty, to the parties designated by the terms of this Line of Credit Trust Deed, the estate now held by you under this Line of Credit Trust Deed. Please mail the reconveyance and Related Documents to:

_____

_____

_____

DATE: _____

Beneficiary: Mid Oregon Federal Credit Union

By: _____

Its: _____

Order No. **111455**

Exhibit "A"

A parcel of land in the Northwest quarter of the Northeast quarter of Section 2 in Township 22 South, Range 10 East of the Willamette Meridian, Deschutes County, Oregon and more particularly described as follows:

All of the Northeast quarter of the Northwest quarter of the Northwest quarter of the Northeast quarter of said Section 2, lying East of the County Road, and together with:

The West half of the Northwest quarter of the Northeast quarter of the Northwest quarter of the Northeast quarter of said Section 2, and excepting therefrom the following described portion:

Commencing at the 1958 BLM Brass Cap monument that marks the East one-sixteenth corner between Sections 2 in Township 22 South Range 10 East of the Willamette Meridian and Section 35 in Township 21 South Range 10 East of the Willamette Meridian; thence North 89°33'03" West 525.66 feet upon the North line of said Section 2 to the Point of Beginning, marked by an orange plastic cap atop a #5 rebar; thence leaving said North line South 4°24'00" East 148.00 feet to an orange plastic cap atop a #5 rebar; thence North 89°33'03" West 2.00 feet to an orange plastic cap atop a #5 rebar; thence South 4°24'00" East 187.39 feet to a point on the South line of the West half of the Northwest quarter of the Northeast quarter of the Northwest quarter of the Northeast quarter of said Section 2; thence upon said South line South 89°30'11" East 30.11 feet; thence leaving said South line North 4°24'00" West 335.42 feet upon the East line of the West half of the Northwest quarter of the Northeast quarter of the Northwest quarter of the Northeast quarter of said Section 2 to a point on the North line of said Section 2; thence North 89°33'03" West 28.11 feet upon said North line to the Point of Beginning.

Deschutes County Property Information

Report Date: 2/29/2024 12:43:48 PM

Disclaimer

The information and maps presented in this report are provided for your convenience. Every reasonable effort has been made to assure the accuracy of the data and associated maps. Deschutes County makes no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the data provided herein. Deschutes County explicitly disclaims any representations and warranties, including, without limitation, the implied warranties of merchantability and fitness for a particular purpose. Deschutes County shall assume no liability for any errors, omissions, or inaccuracies in the information provided regardless of how caused. Deschutes County assumes no liability for any decisions made or actions taken or not taken by the user of this information or data furnished hereunder.

Account Summary

Account Information

Mailing Name: ANSON, MARION E
Map and Taxlot: 221002AB00500
Account: 114331
Tax Status: Assessable
Situs Address: 52390 HUNTINGTON RD, LA PINE, OR 97739

Property Taxes

Current Tax Year: $3,638.14
Tax Code Area: 1109

Assessment

Subdivision:
Lot:
Block:
Assessor Acres: 2.02
Property Class: 121 -- RESIDENTIAL

Ownership

Mailing Address:
ANSON, MARION E
PO BOX 312
LA PINE, OR 97739

Valuation

Real Market Values as of Jan. 1, 2023

Land	$215,400
Structures	$194,050
Total	$409,450

Current Assessed Values:

Maximum Assessed	$198,430
Assessed Value	$198,430
Veterans Exemption	

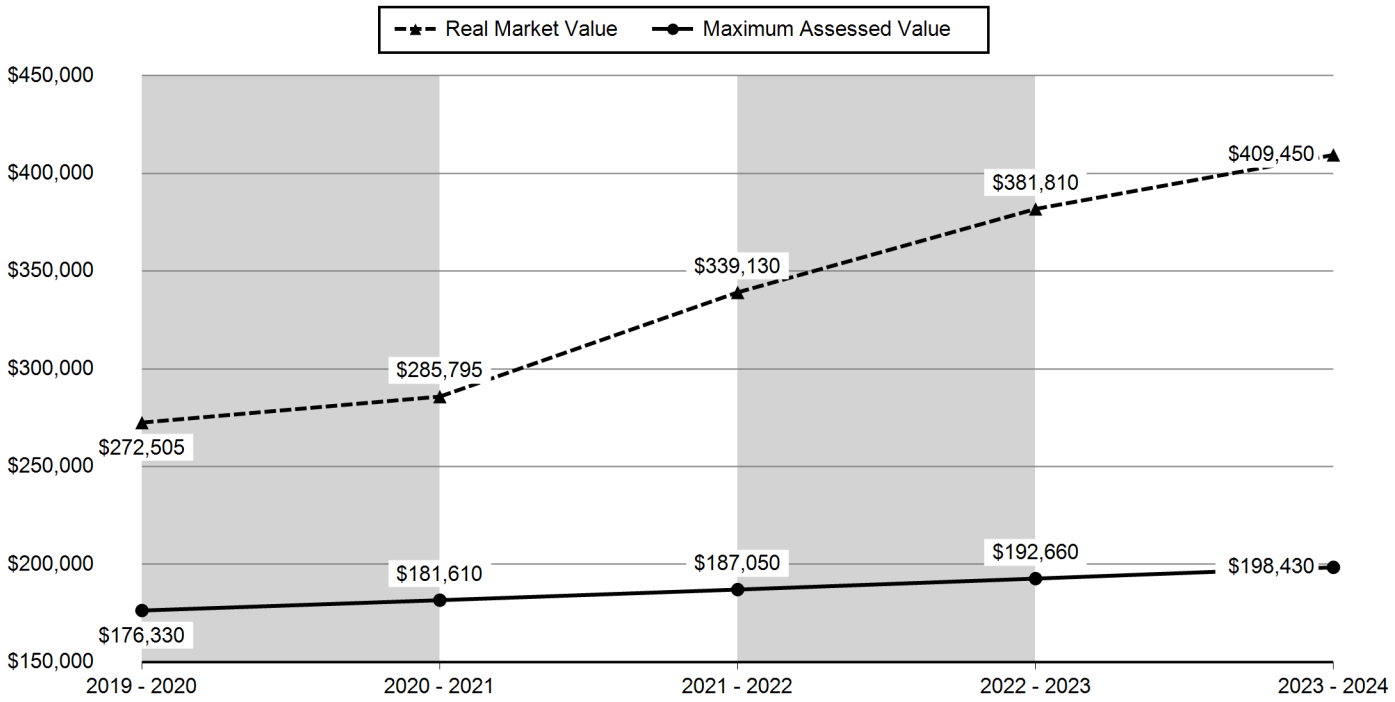
Warnings, Notations, and Special Assessments

Assessor's Office Special Assessments	Amount	Year
DEPT OF FORESTRY FIRE PATROL TIMBER	18.75	2024
DEPT OF FORESTRY SURCHARGE	47.50	2024

Review of digital records maintained by the Deschutes County Assessor's Office, Tax Office, Finance Office, and the Community Development Department indicates that there are County tax, assessment, or property development related notations associated with this account and that have been identified above. Independent verification of the presence of additional Deschutes County tax, assessment, development, and other property related considerations is recommended. Confirmation is commonly provided by title companies, real estate agents, developers, engineering and surveying firms, and other parties who are involved in property transactions or property development. In addition, County departments may be contacted directly to discuss the information.

Valuation History *All values are as of January 1 of each year. Tax year is July 1st through June 30th of each year.*

	2019 - 2020	2020 - 2021	2021 - 2022	2022 - 2023	2023 - 2024
Real Market Value - Land	$67,395	$70,425	$110,840	$153,520	$215,400
Real Market Value - Structures	$205,110	$215,370	$228,290	$228,290	$194,050
Total Real Market Value	$272,505	$285,795	$339,130	$381,810	$409,450
Maximum Assessed Value	$176,330	$181,610	$187,050	$192,660	$198,430
Total Assessed Value	$176,330	$181,610	$187,050	$192,660	$198,430
Veterans Exemption	$0	$0	$0	$0	$0



Tax Payment History

Year	Date Due	Transaction Type	Transaction Date	As Of Date	Amount Received	Tax Due	Discount Amount	Interest Charged	Refund Interest
2023	11-15-2023	PAYMENT	11-14-2023	11-13-2023	$3,529.00	($3,638.14)	$109.14	$0.00	$0.00
2023	11-15-2023	IMPOSED	10-12-2023	11-15-2023	$0.00	$3,638.14	$0.00	$0.00	$0.00
					Total:	**$0.00**			
2022	11-15-2022	PAYMENT	03-06-2023	03-06-2023	$1,117.81	($1,117.81)	$0.00	$0.00	$0.00
2022	11-15-2022	PAYMENT	11-17-2022	11-15-2022	$2,190.91	($2,235.62)	$44.71	$0.00	$0.00
2022	11-15-2022	IMPOSED	10-12-2022	11-15-2022	$0.00	$3,353.43	$0.00	$0.00	$0.00
					Total:	**$0.00**			
2021	11-15-2021	PAYMENT	05-13-2022	05-13-2022	$1,090.45	($1,090.45)	$0.00	$0.00	$0.00
2021	11-15-2021	PAYMENT	11-08-2021	11-08-2021	$2,137.28	($2,180.90)	$43.62	$0.00	$0.00
2021	11-15-2021	IMPOSED	10-11-2021	11-15-2021	$0.00	$3,271.35	$0.00	$0.00	$0.00
					Total:	**$0.00**			

Sales History

No Sales History Found.

Structures

Stat Class/Description	Improvement Description	Code Area	Year Built	Total Sq Ft
141 - RESIDENCE: One story		1109	1968	2,142

Floor Description	Comp %	Sq Ft
First Floor	100	2,142

Rooms

Living	Dining	Kitchen	Nook	Great	Family	Bed	Full Bath	Half Bath	Bonus	Utility	Den	Other
1	1	1	0	0	1	3	2	0	0	1	0	1

Floor Description	Comp %	Sq Ft

Garage-Attached-Unfinished	100	720

Improvement Inventory

BATHTUB W/TILE SHWR	1	ROOF CVR - SHAKE MED.	2,142
CARPET		SHOWER W/DOOR, FIBERGLASS	1
COOKTOP	1	SIDING - STONE TRIM	200
DISHWASHER	1	SINGLE FIREPLACE	1
DRYWALL		SINGLE OVEN	1
FORCED AIR HEATING	2,142	TOILET	2
FOUNDATION - CONCRETE		VINYL FLOOR	
HOOD-FAN	1	WATER HEATER	1
KITCHEN SINK	1	WINDOWS - DOUBLE/THERMAL PANE	
LAVATORY	2	WINDOWS - METAL	
ROOF - GABLE			

Accessory Description	Sq Ft	Quantity
CONCRETE-PAVING	1,236	
MISC IMPROVEMENT		

Land Characteristics

Land Description	Acres	Land Classification
Commercial Lot	2.02	

Ownership

Name Type	Name	Ownership Type	Ownership Percentage
OWNER	ANSON, MARIONE	OWNER	100.00%

Related Accounts

Related accounts apply to a property that may be on one map and tax lot but due to billing have more than one account. This occurs when a property is in multiple tax code areas. In other cases there may be business personal property or a manufactured home on this property that is not in the same ownership as the land.

No Related Accounts found.

Service Providers *Please contact districts to confirm.*

Category	Name	Phone	Address
COUNTY SERVICES	DESCHUTES COUNTY	(541) 388-6570	1300 NW WALL ST, BEND, OR 97703
POLICE SERVICES	DESCHUTES COUNTY SHERIFF'S OFFICE	(541) 693-6911	63333 HIGHWAY 20 WEST, BEND, OR 97703
FIRE DISTRICT	LA PINE RURAL FIRE PROTECTION DISTRICT	(541) 536-2935	51590 HUNTINGTON RD, LA PINE, OR 97739
SCHOOL DISTRICT	BEND - LA PINE SCHOOL DISTRICT	(541) 355-1000	520 NW WALL ST, BEND, OR 97703
ELEMENTARY SCHOOL ATTENDANCE AREA	ROSLAND ELEMENTARY SCHOOL	(541) 355-8100	52350 YAEGER WAY, LA PINE, OR 97739
MIDDLE SCHOOL ATTENDANCE AREA	LA PINE MIDDLE SCHOOL	(541) 355-8200	16360 1ST ST, LA PINE, OR 97739
HIGH SCHOOL ATTENDANCE AREA	LA PINE HIGH SCHOOL	(541) 355-8400	51633 COACH RD, LA PINE, OR 97739
EDUCATION SERVICE TAX DISTRICT	HIGH DESERT EDUCATION SERVICE DISTRICT	(541) 693-5600	145 SE SALMON AVE, REDMOND, OR 97756
COLLEGE TAX DISTRICT	CENTRAL OREGON COMMUNITY COLLEGE	(541) 383-7700	2600 NW COLLEGE WAY, BEND, OR 97703
PARK & RECREATION DISTRICT	LA PINE PARK & RECREATION DISTRICT	(541) 536-2223	16405 1ST ST, LA PINE, OR 97739
LIBRARY DISTRICT	DESCHUTES PUBLIC LIBRARY	(541) 617-7050	601 NW WALL ST, BEND, OR 97703
LIVESTOCK DISTRICT	DESCHUTES RIVER REC HOMESITES LIVESTOCK DISTRICT	(541) 388-6623	1300 NW WALL ST, BEND, OR 97703
GARBAGE & RECYCLING SERVICE	WILDERNESS GARBAGE & RECYCLING SERVICE	(541) 536-1194	51420 RUSSEL RD, LA PINE, OR 97739

Development Summary

Planning Jurisdiction: La Pine
Urban Growth Boundary: No
Urban Reserve Area: No

Jurisdiction	City Zoning	Description
La Pine	CMX	MIXED USE COMMERCIAL

Deschutes County Permits

Permit ID	Permit Type	Applicant	Application Date	Status
247-E61289	Electrical	TRAFFIC LITE/DESCH COUTNY	12/13/2001	Finaled
247-E43130	Electrical	ANSON HARRY R SR ETUX	08/07/1997	Expired
247-E31854	Electrical	DESCHUTES COUNTY	01/18/1995	Finaled
247-LL1236-PL	Land Use	SCOTT C. FRESHWATERS	11/29/2012	Finaled
247-M14900	Mechanical	ANSON HARRY R SR ETUX	08/07/1997	Expired
247-S36196	Septic	ANSON HARRY R SR ETUX	09/01/1994	Finaled
247-S6447	Septic	ANSON,HARRY	04/21/1976	Finaled

STATEMENT OF TAX ACCOUNT

DESCHUTES COUNTY TAX COLLECTOR
DESCHUTES SERVICES BUILDING
BEND OR 97703
(541) 388-6540

29-Feb-2024

ANSON, MARION E
PO BOX 312
LA PINE OR 97739

Tax Account #	114331	Lender Name	
Account Status	A	Loan Number	
Roll Type	Real	Property ID	1109
Situs Address	52390 HUNTINGTON RD LA PINE 97739	Interest To	Feb 29, 2024

Tax Summary

Tax Year	Tax Type	Total Due	Current Due	Interest Due	Discount Available	Original Due	Due Date
2023	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$3,638.14	Nov 15, 2023
2022	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$3,353.43	Nov 15, 2022
2021	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$3,271.35	Nov 15, 2021
2020	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$3,107.81	Nov 15, 2020
2019	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$3,021.53	Nov 15, 2019
2018	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$2,935.37	Nov 15, 2018
2017	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$2,858.27	Nov 15, 2017
2016	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$2,729.51	Nov 15, 2016
2015	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$2,654.21	Nov 15, 2015
2014	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$2,530.87	Nov 15, 2014
2013	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$2,292.80	Nov 15, 2013
2012	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$2,284.55	Nov 15, 2012
2011	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$2,318.70	Nov 15, 2011
2010	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$2,488.36	Nov 15, 2010
2009	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$2,459.04	Nov 15, 2009
2008	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$2,270.48	Nov 15, 2008
2007	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$2,143.41	Nov 15, 2007
2006	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$1,847.83	Nov 15, 2006
2005	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$1,800.79	Nov 15, 2005
2004	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$1,762.17	Nov 15, 2004
2003	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$1,638.94	Nov 15, 2003
2002	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$1,625.20	Nov 15, 2002
2001	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$1,524.89	Nov 15, 2001
2000	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$1,449.88	Nov 15, 2000
1999	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$1,454.63	Nov 15, 1999
1998	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$1,448.95	Nov 15, 1998
1997	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$1,296.93	Dec 15, 1997
1996	ADVALOREM	$0.00	$0.00	$0.00	$0.00	$1,429.76	Nov 15, 1996
	Total	$0.00	$0.00	$0.00	$0.00		

BARGHAUSEN
A DIVISION OF CORE STATES GROUP

CORE STATES

Entitlement Application Narrative

CUP and Site Plan Review

PREPARED BY
Barghausen Consulting Engineers, LLC

PREPARED FOR	CLIENT ADDRESS
TORE 93 LLC	22504 NE 165th Court Woodinville, WA 98077

SITE ADDRESS	PROJECT NO.	DATE	JURISDICTION
52390 Huntington Road La Pine, OR 97739	23409	11/4/2024	City of La Pine

Project Overview

The scope of the project includes the construction of a 4,328-square-foot convenience store, an attached 1,000-square foot quick serve restaurant, a freestanding 3,768-square foot fuel canopy with seven multi-product dispensers (MPDs), and the installation of two (2) underground storage tanks for storage of regular, premium, and diesel fuels (25,000 gallons and 22,000 gallons each). The proposed site improvements include 18 parking spaces, one (1) trash enclosure, utility connections, exterior lot lighting, stormwater improvements, snow storage, and landscaping. The project proposes a full-access driveway onto Huntington Road at the southwest corner of the site and a full-access driveway at the northeast corner of the site onto Burgess Road. A 10-foot asphalt sidewalk will be provided along both project frontages with new detectable warning strips at the intersection crosswalk in accordance with City of La Pine Public Works Standards.

The subject property consists of one (1) parcel (Parcel No. 221002AB00500) that has an area of 2.02 acres (35,651 square feet). There is an existing single-family residence that will be removed to accommodate the proposed development. The subject property is zoned Mixed-Use Commercial (CMX). The City's Development Standards identify gas stations as Quick Vehicle Servicing which are a conditional use in the CMX zone. The City's Development standards also identify Quick Service Restaurant and Convenience Store as permitted uses that require site plan review.

Surrounding Uses

Surrounding the project site to the west and south are mixed-use commercially zoned properties that feature a daycare, church, and storage. The property to the east of the subject property has a detached single-family home and the properties to the north are vacant and forested.

Architecture

The proposed building will include grey metal roofing, neutral tones for exterior walls, and orange finishes. The building features modulation with a tower element highlighting the customer entrance, building wall and roofline articulation, and building materials that are aesthetic and compatible with other newer developments in the community. Articulated parapets heights and material changes are integrated to break up the vertical massing. Decorative, but functional, architectural elements are included, like the steel awnings covering the entrance and storefront system and pitched roofs over the tower elements.

Site lighting will be provided at the project site for the safety and security of all customers, pedestrians, and employees. Outdoor lighting and illumination at the site will include parking lot security lighting, and exterior building lighting will be installed on the building façade. All lights will include shields to direct light toward the project site and keep glare away from the adjacent land uses and rights-of-way. A 10-foot landscape strip with evergreen trees will be used to buffer the existing residence to the east.

Conditional Use Approval Criteria

LPDC 15.316.040 identifies the criteria for the City to grant a Conditional Use Permit. Below are answers to how the proposed fuel station is consistent with the City's Conditional Use Permit approval criteria.

A. The proposal is in compliance with the requirements set forth by the applicable primary zone, by any applicable overlay zone, and other provisions set forth by this Development Code that are determined applicable to the subject use.

   Response: The development is designed to satisfy all requirements within City Code and applicable design guidelines. Consideration is given to the neighboring residential uses in the site layout through the landscape design and lighting selection of the project. Frontage improvements are proposed along Huntington Road and Burgess Road that satisfy the City requirements.

B. That, for a proposal requiring approvals or permits from other local, state and/or federal agencies, evidence of the approval or permit compliance is established or can be assured prior to final approval.

Response: The fuel station, convenience store, and quick service retail will operate according to local standards and will secure permits through other agencies to operate in a safe and healthy environment. Approval will be received through Deschutes County Health Services prior to operation.

C. The proposal is in compliance with specific standards, conditions and limitations set forth for the subject use in the applicable zone, this section and this Development Code.

Response: The subject property is sufficient size to accommodate the proposed fuel station and quick serve restaurant. As provided in the table below, the proposal meets the applicable standards for yards, landscaping, and parking.

Development Standards	Required	Proposed
Commercial Area and Dimension Standards		
Lot Size:	No Minimum	87,914
Impervious area	85% maximum	57%
Front yard setback	20 feet	60 feet (Burgess Road) 49 feet (Huntington Road)
Rear yard setback	10 feet	96 feet (South)
Interior yard setback	10 feet	10 feet (East)
Building height	45 feet	28 feet (C-Store) 22 feet (Canopy)
Landscaping Standards		
Perimeter landscaping – Abutting residential zones	10 feet	10 feet
Landscaped area	15%	43%
Parking Standards		
Minimum Parking	One space per 400 square feet plus two spaces for quick vehicle services (excluding service area/pump) = 13 spaces	18 spaces

D. That no approval be granted for any use which is or [is] expected to be found to exceed resource or public facility carrying capacities, including, but not limited to, transportation water, sewer, and utility systems.

Response: The development will be utilizing City utilities and will pay the appropriate system development charge fees to connect and use these services. A traffic impact analysis was conducted for the development. The resulting mitigations from the analysis are acceptable for the development.

E. For any use which is found to require compliance with air, water, land, solid waste and/or noise pollution standards, that the compliance be a condition of approval and compliance therewith shall be a continuing condition.

Response: The proposed fuel station will not be detrimental to the public health, safety, and general welfare. The project is designed to meet the City's development and building standards

for a new development in the CMX zone, engineering design standards, noise standards, and all applicable City and State requirements.

Site Plan Review Criteria

LPDC 15.312.050 and LPDC 15.312.060 identifies the criteria for to be used in evaluating all site development plans. Below are answers to how the proposed fuel station is consistent with the City's site plan review criteria.

1. The application is complete, in accordance with the applicable procedures in article 7.

   Response: The application has been completed as directed by City staff.

2. The application complies with all applicable provisions of the underlying zoning district in article 3, including, but not limited to, setbacks, lot dimensions, density, lot coverage, building height, and other applicable standards.

   Response: The project is designed to meet the City's development and building standards for a new development in the CMX zone, engineering design standards, noise standards, and all applicable City and State requirements.

3. The application complies with the provisions of the any applicable overlay zones in article 4.

   Response: No overlay zones have been identified for the property.

4. The proposal complies with all applicable development and design standards of article 5.

   Response: The project is designed to meet the City's development standards for lot dimensions, landscaping, parking, access, and public utilities as outlined in Article 5.

5. The application complies with all applicable special use standards in article 6.

   Response: The proposed quick vehicle servicing use does not fall within the special uses described in Article 6.

6. Adequate public facilities and utilities are available or can be made prior to occupancy to serve the proposed development.

   Response: The development will be utilizing City utilities and will pay the appropriate system development charge fees to connect and use these services.

7. The proposed site plan conforms to the standards within the adopted La Pine Transportation System Plan (TSP), as may be amended from time to time, unless other design standards are specifically approved by the city.

   Response: A traffic impact analysis was conducted for the development. The resulting mitigations from the analysis are acceptable for the development. Frontage improvements have been designed to meet City standards currently adopted.

8. The proposed site plan conforms to the La Pine Sewer and Water Standards, as may be amended from time to time, unless other design standards are specifically approved by the city. All sewer improvements must comply with Oregon Administrative Rules chapter 340 division 52 requirements, including Appendix A - Sewer Pipelines.

   Response: The proposed plan will comply with all City and State standards for sewer and water design.

9. The proposed site plan conforms to the Central Oregon Stormwater Manual (COSM), as may be amended from time to time, unless other design standards are specifically approved by the city.

   Response: The proposed plan will comply with all adopted standards for stormwater design.

10. All utilities shall be installed underground, unless otherwise specifically approved by the city.

    Response: All utilities are designed to be underground.

11. The proposal meets all existing conditions of approval for the site or use, as required by prior land use decision(s), as applicable.

    Response: No previous applicable conditions of approval have been identified for the site.

12. The arrangement of all functions, uses and improvements has been designed so as to reflect and harmonize with the natural characteristics and limitations of the site and adjacent sites.

    Response: The site has been designed to have a limited impact on the existing landscape and the existing neighboring properties by preserving existing trees and creating a landscape buffer on the east side of the property.

13. In terms of setback from streets or sidewalks, the design creates a visually interesting and compatible relationship between the proposed structures and/or adjacent structures.

    Response: Frontage improvements will be made to meet the City standards which include a 10-foot-wide asphalt multi-use path across both frontages.

14. The design incorporates existing features, such as streams, rocks, slopes, vegetation and the like, as part of the overall design.

    Response: The lot is currently wooded with an existing single-family home. It was the intent in designing the project to preserve as many of the existing trees as possible while still meeting the design criteria required by the City. There are a number of existing trees that will remain in the southeast corner of the site that have been integrated into the site design.

15. Where appropriate, the design relates or integrates the proposed landscaping/open space to the adjoining landscape/open space in order to create a pedestrian/bike pathway and/or open system that connects several properties or uses.

    Response: The adjacent lots do not provide open space of pathways; however, frontage improvements will be made to meet the City standards which include a 10-foot-wide asphalt multi-use path across both frontages that can be connected to future development of adjoining properties.

16. The arrangement of the improvements on the site do not unreasonably degrade the scenic values of the community and the surrounding area in particular.

    Response: The site has been designed to have a limited impact on the existing landscape and the existing neighboring properties by preserving existing trees and creating a landscape buffer on the east side of the property. The size of the structure resembles that of structures in the area.

17. Where appropriate, the design includes a parking and circulation system that encourages a pedestrian and/or bicycle rather than vehicular orientation, including a separate service area for delivery of goods.

    Response: The overall nature of the use is inherently vehicle oriented. However, a 10-foot-wide path is proposed to encourage bicycle and pedestrian activity in the area.

18. The design gives attention to the placement of storage, mechanical equipment, utilities or waste collection facilities so as to screen such from view, both from within and from outside the site.

    Response: The trash enclosure is located behind the building in the southeast corner of the site and will be screened with landscaping. Mechanical units associated with the building will be roof mounted and screened from view by parapets.

KITTELSON & ASSOCIATES
1001 SW Emkay Drive, Suite 140
Bend, OR 97702
P 541.312.8300

TRAFFIC IMPACT ANALYSIS

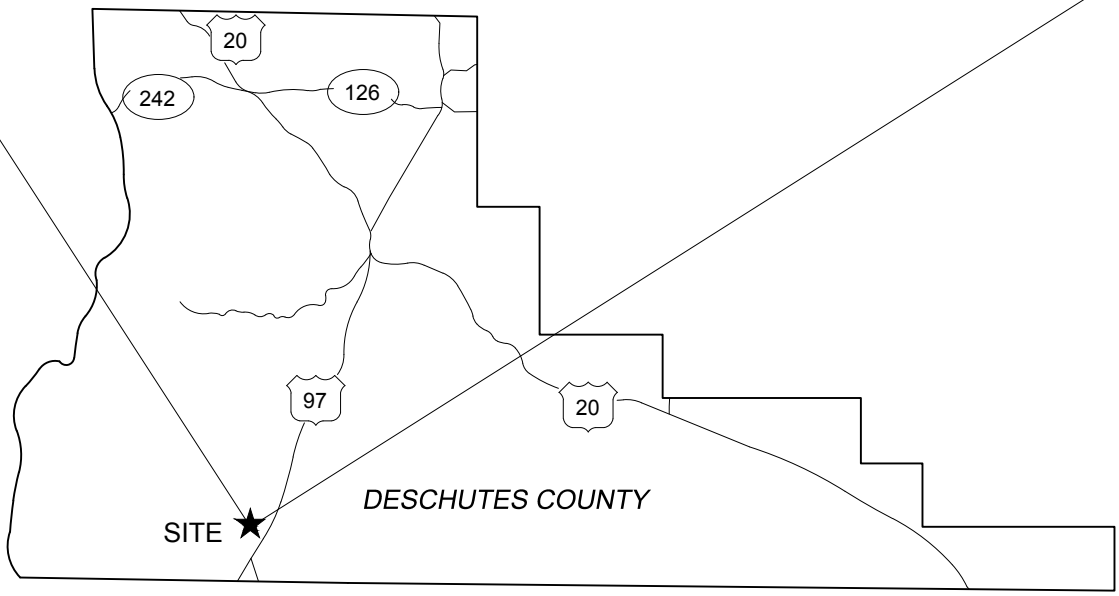
November 4, 2024 Project# 30377.0

To: Marty Cuneo
From: Matt Kittelson, PE, & Miranda Barrus, PE
CC: Brent Bybee, City of La Pine
Quinn Shubert, Deschutes County
RE: Huntington Road Fuel Station

A new fuel station is being proposed at the southeast corner of the Huntington Road / Burgess Road intersection. The site is zoned Commercial Mixed-Use (CMX). The proposed land use falls under quick vehicle servicing, a conditional use per the La Pine Development Code (LPDC) Section 15.22.300, Table 15.22-1. The site is currently a single-family residence that is to be removed with redevelopment. The expected increase in traffic volumes due to the proposed redevelopment has triggered the preparation of a Traffic Impact Analysis (TIA) per Section 15.90.080 of the LPDC and Section 18.116.310 of the Deschutes County Code (DCC). This memorandum summarizes the results of the TIA associated with the proposed redevelopment.

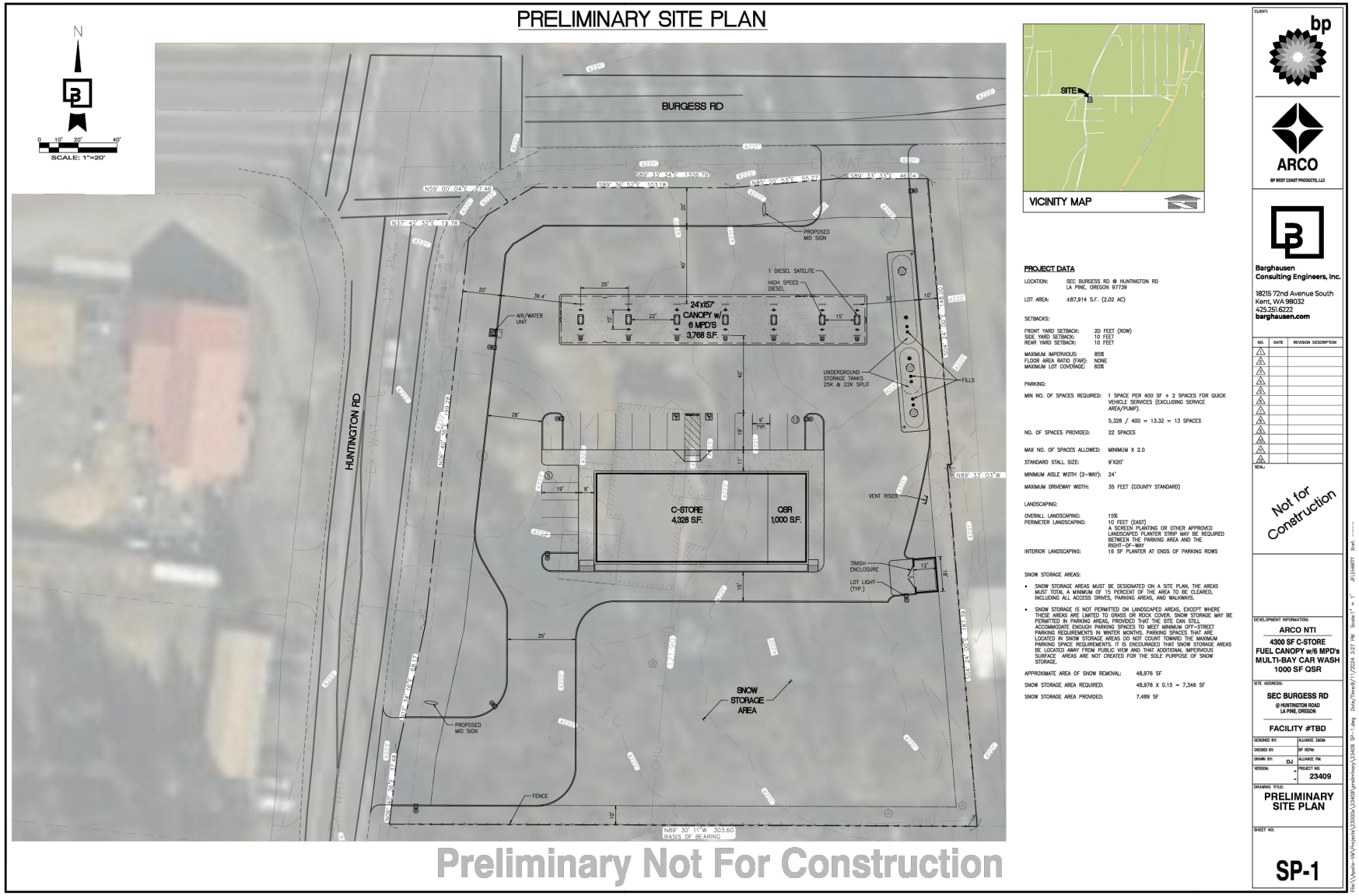
SITE DESCRIPTION

The existing site is located within the city of La Pine and currently serves as a single-family residence with two driveways onto Huntington Road. As proposed, the redevelopment plan consists of 13 fuel pumps on the north side of the site and a 5,328 square foot convenience store with a quick service restaurant (QSR) in the center. Access to the site is currently proposed via two driveways, with one access on Huntington Road and one access on Burgess Road. For the purposes of the TIA and based on a pre-development meeting with the City of La Pine (City) and Deschutes County (County), the access on Huntington Road is assumed to be full-movement and the access on Burgess Road is proposed to be right-in/right-out only. Figure 1 shows the overall site vicinity map and Figure 2 shows the proposed site plan.



Site Vicinity Map
La Pine, OR

Figure
1



Proposed Site Plan
La Pine, OR

Figure
2

RECEIVED FROM BARGHAUSEN CONSULTING ENGINEERS, INC. : (9/12/2024)

H:\30\30377 - Huntington Rd Fuel and Car Wash TIA\report\figs\dwg\30377-TIA Figures.dwg Oct 01, 2024 - 10:51am - rolney Layout Tab: Proposed Site Plan

KITTELSON & ASSOCIATES

SCOPE OF THE REPORT

This report identifies the transportation-related impacts associated with the proposed fuel station. The scope was selected based on LPDC Section 15.90.080 and DCC Section 18.116.310 and discussions with City and County Staff.

This report evaluates the following transportation conditions:

- Existing land use and transportation system conditions within the site vicinity during the weekday PM peak period;
- Existing intersection operations at three study intersections and the Huntington Road access point as it exists today (the Burgess Road access point is evaluated under buildout scenarios);
- Crash data analysis for the most recent five-year period at the study intersections and near the proposed site access points;
- Forecast year 2026 background traffic conditions during the weekday PM peak period at the study intersections and Huntington Road site access, assuming no changes in the existing site operations;
- Trip generation and distribution estimates for the proposed fuel station;
- Forecast year 2026 total traffic conditions during the weekday PM peak period at the study intersections and site access points, including intersection operations and queuing considerations, assuming the fuel station is constructed and operating;
- Forecast year 2031 total traffic conditions during the weekday PM peak period at the study intersections and site access points, including intersection operations and queuing considerations, assuming the fuel station is constructed and operating;
- Turn lane considerations at the access points;
- Sight distance evaluation at the site accesses; and,
- Conclusions and recommendations.

ANALYSIS METHODOLOGY

All intersection operational analysis was conducted using procedures outlined in the *Highway Capacity Manual,* 7th Edition, using Vistro software. We assessed intersection operations according to Deschutes County standards and evaluated 95th-percentile vehicle queues at all study intersections and site accesses, summarized herein.

Applicable Intersection Operational Standards

Per the DCC Section 18.116.310, the County's performance measure for intersection operations is Level of Service (LOS). The minimum LOS threshold for intersections during the weekday PM peak hour is "D".

TRANSPORTATION FACILITIES AND SERVICES

Today, the site is served by two driveways onto Huntington Road, which is classified within the La Pine Transportation System Plan (TSP) as an Arterial. In the future, access to the site is currently proposed via two driveways, with one access on Huntington Road and one access on Burgess Road. The La Pine TSP also classifies Burgess Road as an Arterial. Within the study area, Burgess Road and Huntington Road are

two-lane roadways that are rural in context and posted at 45 miles per hour (MPH). The only facilities for people walking and riding bikes within one-half mile of the development are paved shoulders approximately two feet wide. Burgess Road is also designated as a County Bikeway. According to the La Pine TSP and the rural context of the area, bicycles and pedestrians can be accommodated with either bike lanes and sidewalks, a multiuse path, and/or paved shoulders. Additionally, Cascades East Transit (CET) provides transit service between Bend and La Pine on Route 30, which has a stop at Wickiup Junction less than a mile to the east near the US 97 / Burgess Road intersection.

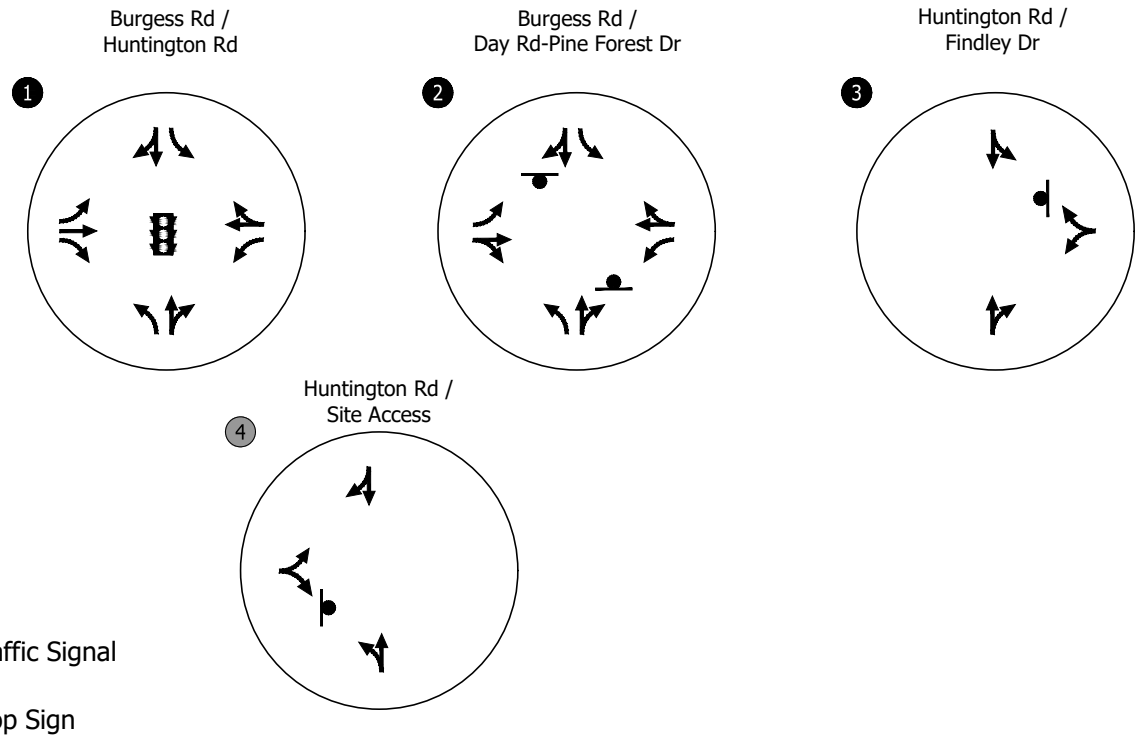
EXISTING TRAFFIC VOLUMES AND PEAK HOUR OPERATIONS

Per the scoping memo for this analysis, the study area included the following three intersections and two proposed driveways:

1. Huntington Road / Burgess Road
2. Burgess Road / Day Road
3. Huntington Road / Findley Drive
4. Huntington Road Driveway
5. Burgess Road Driveway

The proposed location of the Huntington Road driveway is across from an existing driveway on Huntington Road that serves an existing commercial development. Therefore, we analyzed this location under existing conditions based on how operates today and included the driveway for the proposed development under buildout scenarios. The Burgess Road driveway was only included in buildout scenario analyses as the driveway does not exist today.

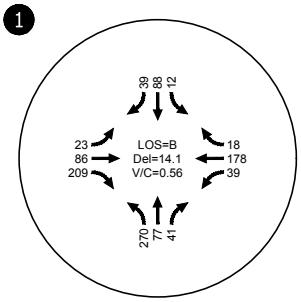
Weekday PM peak traffic counts were collected in September 2024 at the three study intersections and at the driveway in the vicinity of the Huntington Road site access. *The 2024 traffic counts are provided in Appendix A.* Figure 3 illustrates the existing lane configurations and traffic control devices at these locations and Figure 4 summarizes their existing volumes and resultant traffic operations. Table 1 summarizes the 95th-percentile queue lengths for key turn movements at each location. As shown, all intersections meet the LOS "D" threshold and have adequate turn lane storage for vehicle queues under existing traffic conditions. *Appendix B contains the existing conditions intersection analysis worksheets.*



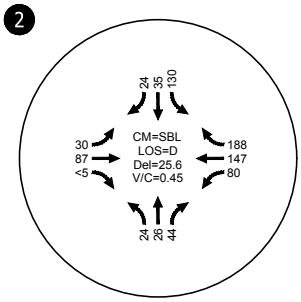
Existing Lane Configurations & Traffic Control Devices
La Pine, OR

Figure 3

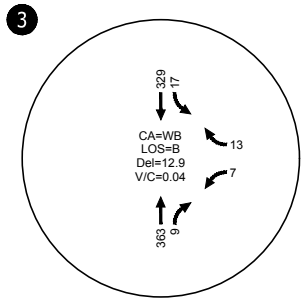
Burgess Rd / Huntington Rd



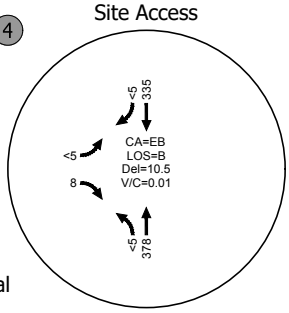
Burgess Rd / Day Rd-Pine Forest Dr



Huntington Rd / Findley Dr



Huntington Rd / Site Access



LOS = Intersection Level of Service (Signalized) / Critical Movement or Approach Level of Service (Unsignalized)
Del = Intersection Average Control Delay (Signalized) / Critical Movement or Approach Control Delay (Unsignalized)
V/C = Intersection Volume-To-Capacity Ratio (Signalized) / Critical Movement or Approach Volume-To-Capacity Ratio (Unsignalized)

Existing Traffic Operations
Weekday PM Peak Hour
La Pine, OR

Figure
4

Table 1. Existing 95th-Percentile Vehicle Queue Lengths

Intersection	Movement[1]	95th-Percentile Queue (ft)	Available Storage (ft)	Queue Exceeds Storage?
Burgess Road / Huntington Road	NBL	100	100	No
	SBL	25	90	No
	EBL	25	150	No
	WBL	25	160	No
Burgess Road / Day Road-Pine Forest Drive	NBL	25	110	No
	SBL	75	250	No
	EBL	25	230	No
	WBL	25	200	No

[1]NBL=Northbound Left; SB=Southbound Left; EBL=Eastbound Left; WBL=Westbound Left

CRASH DATA REVIEW

The ODOT Crash Data System was queried to obtain crash records at the existing study intersections for the five-year period from January 1, 2018, to December 31, 2022. The crash type classifications at each intersection were reviewed to assess whether crash patterns might be identifiable. Table 2 summarizes the types of crashes and their severities that have been reported at each location. Crashes were reported at the three study intersections but not the existing driveway on Huntington Road. No fatal or serious injury crashes were reported at the study intersections over the study period. In addition, no reported crashes involved a pedestrian or a bicyclist.

Critical crash rates were calculated for the study intersections following the analysis methodology presented in the ODOT *Analysis Procedures Manual* (*APM,* Reference 5). *APM* Chapter 4 provides 90th percentile crash rates per million entering vehicles at a variety of intersection configurations based on number of approaches and traffic control types. The critical crash rate for each intersection is calculated based on the average crash rate for each facility and serves as a threshold for further analysis. Per the APM, intersections with crash rates that exceed the 90th percentile values shown in *APM* Exhibit 4-1 or with a crash rate that exceeds its critical crash rate should be flagged for further analysis. Table 3 summarizes the crash rate assessment for each intersection and compares those values to the observed crash rate. As shown, the Burgess Rd / Day Rd-Pine Forest Dr study intersection experienced 18 crashes over the five-year study period, resulting in an observed crash rate that exceeds its applicable 90th percentile crash rate.

Appendix C contains the crash data worksheets.

Table 2. Intersection Crash History by Collision Type and Severity (January 1, 2018-December 31, 2022)

Intersection	Collision Type				Severity	
	Rear-End	Turning	Angle	Head-On	PDO	Injury
Burgess Road / Huntington Road	3	4	1	-	3	5
Burgess Road / Day Road-Pine Forest Drive	-	7	10	1	9	9
Huntington Road / Findley Drive	2	-	-	-	1	1

Table 3. 90th Percentile Intersection Crash Rate Analysis

Intersection	Total Crashes	90th Percentile Crash Rate	Observed Crash Rate	Is Observed Rate > 90th Rate?
Burgess Road / Huntington Road	8	0.58	0.41	No
Burgess Road / Day Road-Pine Forest Drive	18	1.08	1.20	**Yes**
Huntington Road / Findley Drive	2	0.48	0.07	No

YEAR 2026 TRAFFIC IMPACT ANALYSIS

This traffic impact analysis identifies how the study intersections and site access points will operate in the buildout year 2026 before and after the fuel station is constructed and operating. The impact of traffic generated by the fuel station during the weekday PM peak hour was examined as follows:

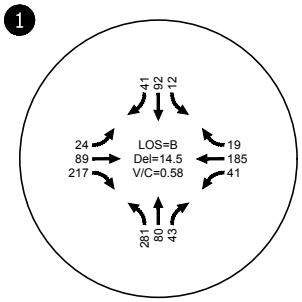
- Year 2024 traffic volumes were increased by a two percent growth rate to calculate year 2026 background volumes.
- The year 2026 background volumes were used to calculate the resultant intersection operations for the buildout year before the fuel station is constructed and operating.
- Site-generated trips associated with the proposed fuel station were added to the 2026 background traffic conditions to establish the total traffic volumes and resultant intersection operations.

Year 2026 Background Traffic Conditions

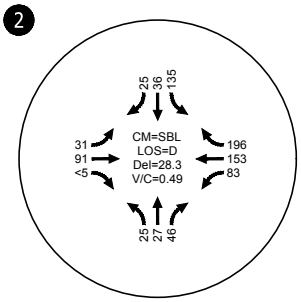
Based on the above methodology, Figure 5 shows the projected 2026 turning movements for the weekday PM peak hour and the resultant traffic operations. Further, Table 4 summarizes the 95th-percentile queue lengths for key turn movements at each location. As shown, each intersection has adequate turn lane storage for vehicle queues under year 2026 background traffic conditions

Appendix D contains the year 2026 background traffic analysis worksheets.

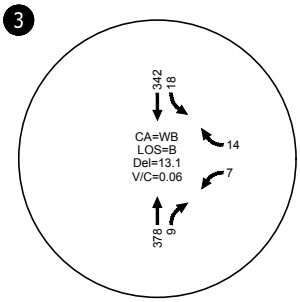
Burgess Rd / Huntington Rd



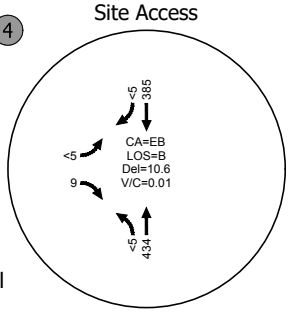
Burgess Rd / Day Rd-Pine Forest Dr



Huntington Rd / Findley Dr



Huntington Rd / Site Access



LOS = Intersection Level of Service (Signalized) / Critical Movement or Approach Level of Service (Unsignalized)
Del = Intersection Average Control Delay (Signalized) / Critical Movement or Approach Control Delay (Unsignalized)
V/C = Intersection Volume-To-Capacity Ratio (Signalized) / Critical Movement or Approach Volume-To-Capacity Ratio (Unsignalized)

Year 2026 Background Traffic Operations
Weekday PM Peak Hour
La Pine, OR

Figure 5

Table 4. Year 2026 Background 95th-Percentile Vehicle Queue Lengths

Intersection	Movement[1]	95th-Percentile Queue (ft)	Available Storage (ft)	Queue Exceeds Storage?
Burgess Road / Huntington Road	NBL	100	100	No
	SBL	25	90	No
	EBL	25	150	No
	WBL	25	160	No
Burgess Road / Day Road-Pine Forest Drive	NBL	25	110	No
	SBL	75	250	No
	EBL	25	230	No
	WBL	25	200	No

[1]NBL=Northbound Left; SB=Southbound Left; EBL=Eastbound Left; WBL=Westbound Left

Estimated Trip Generation and Assignment

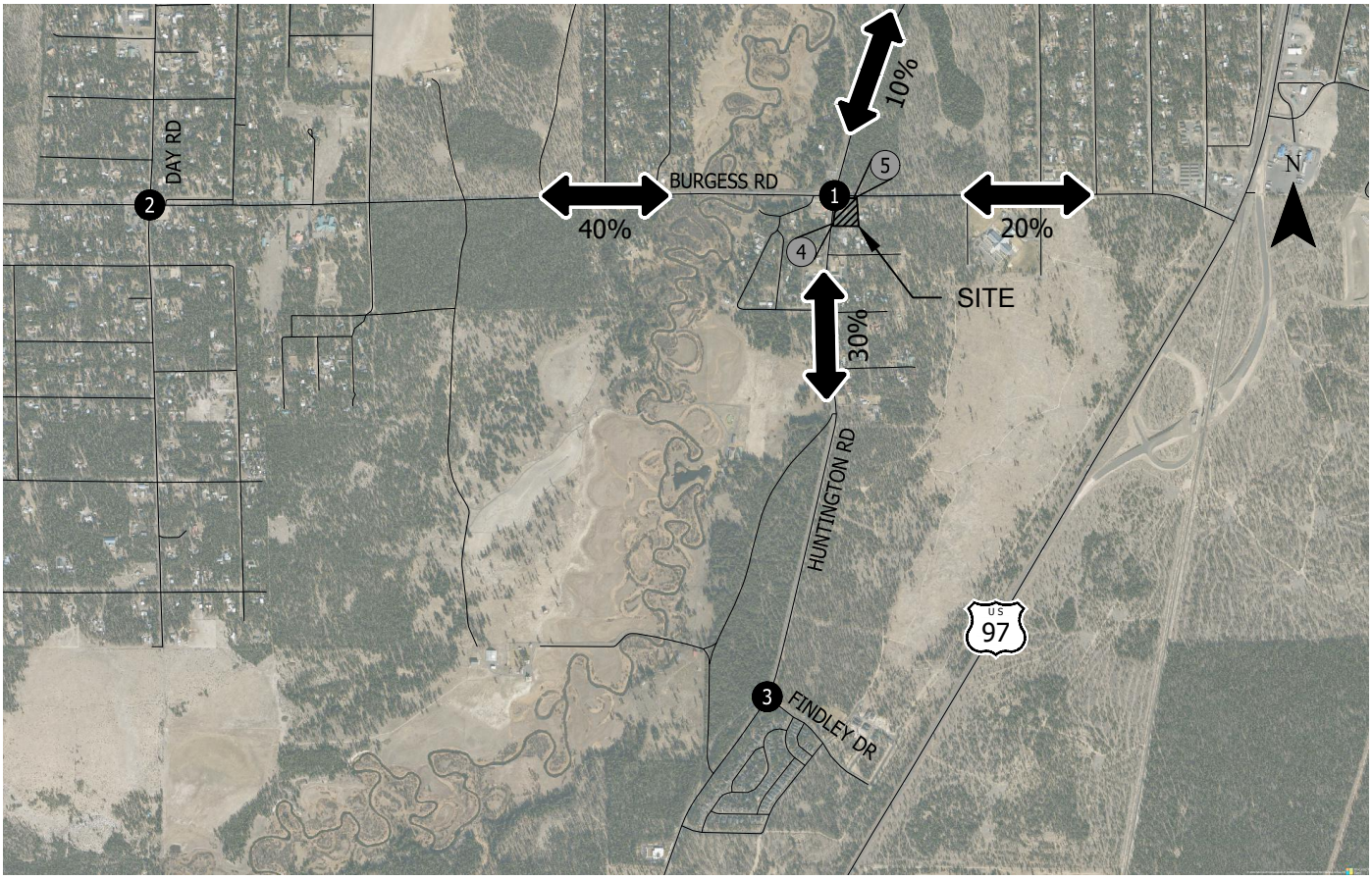
The estimated vehicular trips associated with the proposed fueling station were calculated using the Convenience Store/Gas Station rates within the *Trip Generation Manual*, *11th Edition* (as published by the Institute of Transportation Engineers), with the convenience store as the subcategory (4-5.5K square feet) and the 13 fuel pumps as the independent variable (vehicle fueling positions, VFP) for the development. Given that this site is being redeveloped from a residential property, the estimated vehicular trips deduct the existing vehicular trips associated with the existing land use. Table 5 shows the resultant trip generation calculations.

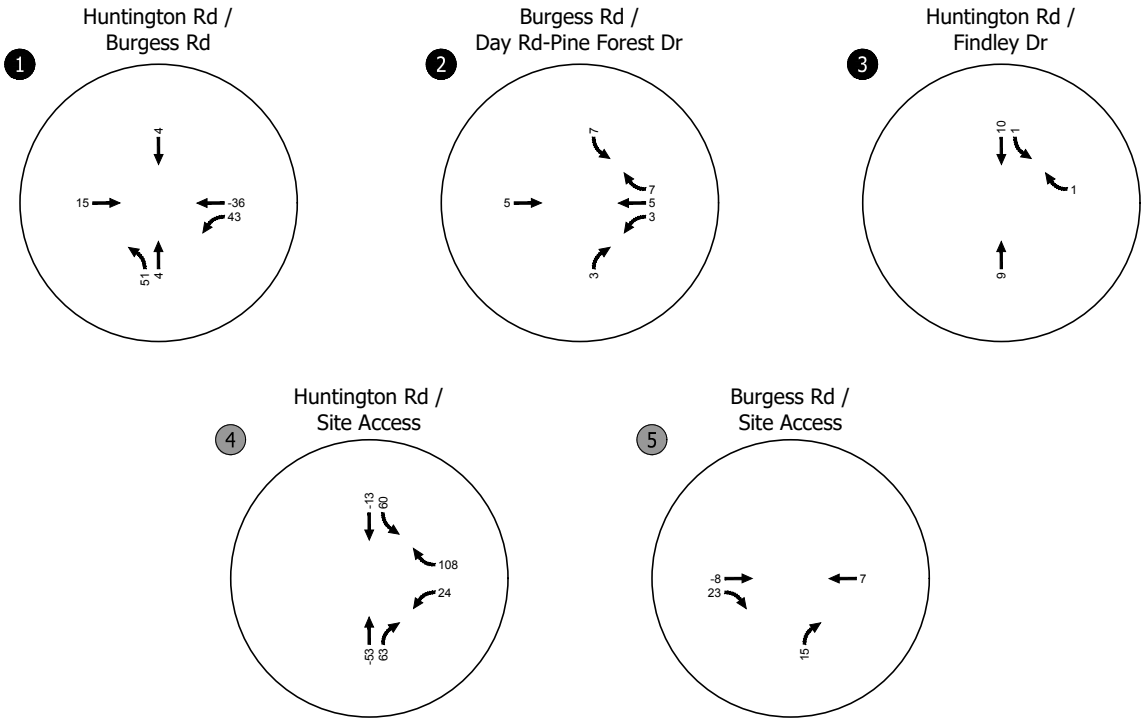
Table 5: Estimated Trip Generation

Land Use	ITE Code	Size	Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Existing Land Use						
Single-Family Detached Housing	210	1 Dwelling Unit	10	1	1	0
Proposed Land Use						
Convenience Store/Gas Station	945	4-5.5K SF 13 VFP	3,343	296	148	148
Pass-By Trips for Convenience Store/Gas Station (75% for PM Peak Hour)[1]			*(2,508)*	*(222)*	*(111)*	*(111)*
Net New Trips			835	74	37	37
Proposed Land Use – Existing Land Use			**825**	**73**	**36**	**37**

[1]Pass-by rate for PM peak hour trips is assumed to be representative of the pass-by rate for daily trips given that more than half of PM peak hour trips are pass-by.

The trips associated with the development are anticipated to follow current travel patterns observed at the study intersections given that the development will likely serve local area traffic based on its location relative to other fuel stations. Figure 6 shows the proposed trip distribution to and from the site and trip assignment at the proposed driveways and study intersections, including pass-by trip assumptions. These trips were added to the year 2026 background volumes to analyze year 2026 total traffic conditions.





Estimated Trip Distribution and Assignment
PM Peak Hour
La Pine, OR

Figure
6

Year 2026 Total Traffic Conditions

The total traffic conditions analysis forecasts how the study intersections and proposed site access points are expected to operate in the buildout year 2026 with the construction and occupancy of the proposed fueling station. The site-generated trips shown in Figure 6 were added to the 2026 background traffic volumes reflected in Figure 5 to arrive at the 2026 total traffic volumes and resultant traffic operations shown in Figure 7. Further, Table 6 summarizes the 95th-percentile queue lengths for key turn movements at each location. As shown, all of the intersections operate acceptably. We do note that under year 2026 conditions, the 95th percentile queue for the northbound left-turn at the Burgess Road / Huntington Road study intersection is anticipated to exceed the striped storage that is provided at the intersection today. Further discussions on this are provided in a later section of the report.

Appendix E contains the year 2026 total traffic analysis worksheets.

Table 6. Year 2026 Total 95th-Percentile Vehicle Queue Lengths

Intersection	Movement[1]	95th-Percentile Queue (ft)	Available Storage (ft)	Queue Exceeds Storage?
Burgess Road / Huntington Road	NBL	150	100	**Yes**
	SBL	25	90	No
	EBL	25	150	No
	WBL	25	160	No
Burgess Road / Day Road-Pine Forest Drive	NBL	25	110	No
	SBL	75	250	No
	EBL	25	230	No
	WBL	25	200	No

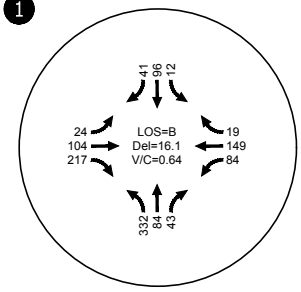
[1]NBL=Northbound Left; SB=Southbound Left; EBL=Eastbound Left; WBL=Westbound Left

YEAR 2031 TRAFFIC IMPACT ANALYSIS

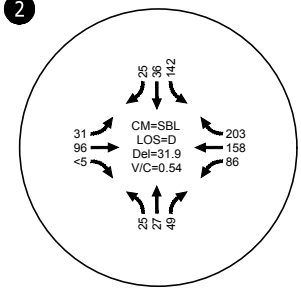
Per DCC Section 18.116.310, this section describes how the study intersections and site access points are expected to operate five years after the fuel station is anticipated to be constructed and fully operational. The site-generated trips shown in Figure 6 were added to 2031 background traffic volumes – which were developed similarly to 2026 background traffic volumes – to arrive at the 2031 total traffic volumes shown in Figure 8. Further, Table 7 summarizes the 95th-percentile queue lengths for key turn movements at each location.

Consistent with year 2026 conditions, the northbound left-turn vehicle queue at the Burgess Road / Huntington Road study intersection is forecast to extend 100 feet outside of its available storage in the striped turn lane. Additionally, the Burgess Road / Day Road-Pine Forest Drive study intersection is forecast to operate at LOS "E," exceeding its LOS threshold. Deschutes County has a traffic signal programmed into its 2025-2029 Capital Improvement Plan (CIP) for this intersection. Based on this consideration, no mitigation measures are recommended as part of the Fuel Station development.
Appendix F contains the year 2031 total traffic analysis worksheets.

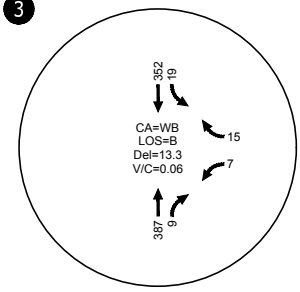
Huntington Rd / Burgess Rd



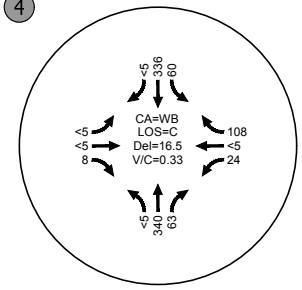
Burgess Rd / Day Rd-Pine Forest Dr



Huntington Rd / Findley Dr



Huntington Rd / Site Access



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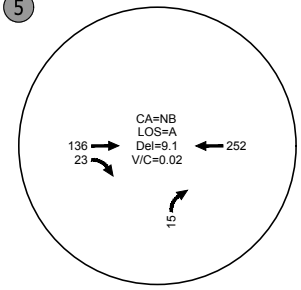
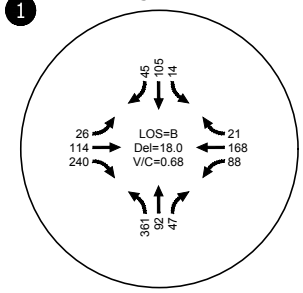


LOS = Intersection Level of Service (Signalized) / Critical Movement or Approach Level of Service (Unsignalized)
Del = Intersection Average Control Delay (Signalized) / Critical Movement or Approach Control Delay (Unsignalized)
V/C = Intersection Volume-To-Capacity Ratio (Signalized) / Critical Movement or Approach Volume-To-Capacity Ratio (Unsignalized)

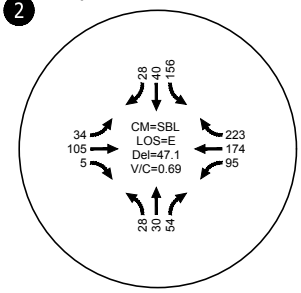
Year 2026 Total Traffic Operations
Weekday PM Peak Hour
La Pine, OR

Figure 7

Huntington Rd / Burgess Rd



Burgess Rd / Day Rd-Pine Forest Dr



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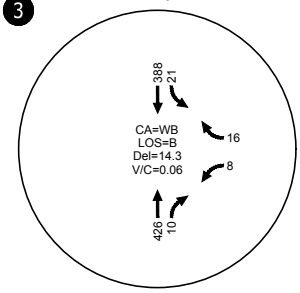

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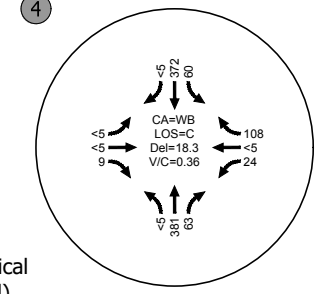
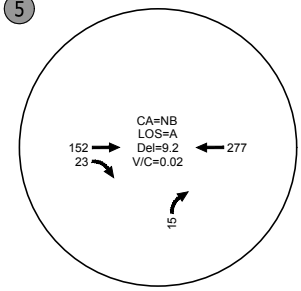


Burgess Rd / Site Access



LOS = Intersection Level of Service (Signalized) / Critical Movement or Approach Level of Service (Unsignalized)
Del = Intersection Average Control Delay (Signalized) / Critical Movement or Approach Control Delay (Unsignalized)
V/C = Intersection Volume-To-Capacity Ratio (Signalized) / Critical Movement or Approach Volume-To-Capacity Ratio (Unsignalized)

Year 2031 Total Traffic Operations
Weekday PM Peak Hour
La Pine, OR

Figure
8

Table 7. Year 2031 Total 95th-Percentile Vehicle Queue Lengths

Intersection	Movement[1]	95th-Percentile Queue (ft)	Available Storage (ft)	Queue Exceeds Storage?
Burgess Road / Huntington Road	NBL	200	100	**Yes**
	SBL	25	90	No
	EBL	25	150	No
	WBL	50	160	No
Burgess Road / Day Road-Pine Forest Drive	NBL	25	110	No
	SBL	125	250	No
	EBL	25	230	No
	WBL	25	200	No

[1]NBL=Northbound Left; SB=Southbound Left; EBL=Eastbound Left; WBL=Westbound Left

SIGHT DISTANCE REVIEW

We reviewed the sight distance for the proposed access points on Huntington Road and Burgess Road in September 2024 using the guidance provided in the *American Association of State Highway and Transportation Officials (AASHTO) Green Book, 2018*. This included measuring Intersection Sight Distance (ISD) from the access points and Stopping Sight Distance (SSD) along the frontage roadways. Based on the posted speed limits of 45 MPH, Table 8 summarizes AASHTO's recommended sight distances as they compare to the sight distances measured in the field. As shown, the required sight distances for the access points are available except when the northbound left-turning traffic queues at the Burgess Road / Huntington Road traffic signal block sight distance for outbound left-turning vehicles at the Huntington Road access point, limiting visibility to approximately 150 feet or less.

Table 8. Sight Distance Review

Site Access Point	Posted Speed	Turn Movement	Required Sight Distance (Feet)		Available Sight Distance (Feet)		Required Sight Distance Available?	
			ISD	SSD			ISD	SSD
Burgess Road Access	45 MPH	Left	500	360	East	500	Yes	Yes
		Right	430	360	West	500[1]	Yes[1]	Yes[1]
Huntington Road Access	45 MPH	Left	500	360	North	150[2]	No[2]	No[2]
		Right	430	360	South	500	Yes	Yes

[1]The Burgess Road / Huntington Road traffic signal is approximately 170 feet west of this site access point. Required sight distance is available beyond the intersection for cases when the traffic signal does not interrupt free-flow traffic.
[2]The Burgess Road / Huntington Road traffic signal is approximately 250 feet north of this site access point. Required sight distance is available beyond the intersection for cases when the traffic signal does not interrupt free-flow traffic. However, northbound left-turn traffic queues at the traffic signal are expected to regularly block sight distance for outbound left-turning vehicles, limiting it to approximately 150 feet or less.

Photos illustrating the available sight distance at the site access points are shown in Figure 9 and Figure 10. As shown, the Burgess Road / Huntington Road traffic signal is 170 feet west of the proposed Burgess Road access point and 250 feet north of the proposed Huntington Road access point, which can interrupt travel speeds of vehicles passing either driveway, requiring shorter sight distances in this case. However, the recommended sight distances in Table 8 are available past the traffic signal in cases when it does not interrupt free-flow travel speeds and if the northbound left-turning traffic queue at the traffic signal does not block sight distance for outbound left-turning traffic at the Huntington Road access point.

Looking East – 14.5 Feet from Edge of Pavement

Looking West – 14.5 Feet from Edge of Pavement

Looking East – Creeping Forward Beyond Tree Line

Looking West – Creeping Forward Beyond Tree Line

Figure 9. Burgess Road Access Sight Distance Review Photos

Looking North – 14.5 Feet from Edge of Pavement

Looking South – 14.5 Feet from Edge of Pavement

Looking North – Creeping Forward Beyond Utility Box

Looking South – Creeping Forward Beyond Fenceline

Figure 10. Huntington Road Access Sight Distance Review Photos

During field review, traffic queues for the northbound left-turn movement at the Burgess Road / Huntington Road traffic signal were observed to exceed available striped storage and spill into the northbound through lane. This traffic queue limits the visibility of left-turning vehicles exiting the site at the Huntington Road access to see vehicles traveling southbound from the traffic signal, and vice versa; therefore, the intersection sight distance and stopping sight distance for the left turn movement at the Huntington Road site access cannot be achieved when the northbound left-turn traffic queue is present at the traffic signal.

Based on observations in the field, no changes to the locations of the proposed access points are recommended as they are placed the furthest from the traffic signal as space on the site allows. However, as presented above, the outbound left-turn from the site onto Huntington Road cannot be accommodated with the current intersection location and its proximity to the Huntington Road/Burgess Road intersection. The applicant should further coordinate with the City and County to identify specific access parameters, such as lane configurations, allowed turning movements, physical roadway

characteristic (i.e., posted speed), and/or physical location of the access point to address this sight distance deficiency.

For all access points, we recommend that the proposed Huntington Road fuel station continue to maintain all vegetation, landscaping, and above ground objects adjacent to the access points to provide adequate minimum sight distance per the AASHTO guidance.

ACCESS SPACING REVIEW

As indicated in the Sight Distance Review, the proposed access points to the site are 170 feet east and 250 feet south of the Burgess Road / Huntington Road traffic signal, an intersection of two Arterials. Per DCC Section 17.48.090, intersecting streets, including driveways to commercial and industrial properties, shall be separated by 500 feet for Arterial roadways. The total available site frontage does not allow for 500 feet of spacing.

TURN LANE CONSIDERATIONS

Per DCC Section 18.116.310, we analyzed the need for turn lanes at both access points using the vehicular volume-based warrant criteria in the ODOT Analysis Procedures Manual (APM). The Huntington Road access meets both criteria for left and right turn lanes based on 2031 total traffic volumes; the Burgess Road access does not meet the right turn lane criterion.

The operational analysis for this study did not show the need for either a southbound left-turn lane or northbound right-turn lane into the site via Huntington Road to serve expected site operations. However, the specific access configuration should be further coordinated between the applicant and the City and County to address the identified sight distance deficiency for outbound left-turning vehicles.

Appendix "H" shows the left and right turn lane warrant analysis.

RECOMMENDATIONS

Based on the analyses presented herein, our recommendations are provided below.

- **Site Frontages**: we recommend that the proposed development provide asphalt shared-use paths between the site and its frontage roadways to accommodate people walking, biking, and rolling to and from the site.
- **Site Access Points**:
  - Field review and operational analysis shows that sight distance requirements cannot be met for outbound left-turning vehicles at the Huntington Road access based on current traffic conditions at the Burgess Road / Huntington Road traffic signal and its proximity to the access. We recommend that the applicant and the City and County should consider modifications to the Huntington Road access function (i.e., potential turn restrictions to prohibit the outbound left-turn movement), location, and/or roadway characteristics (i.e., posted speed) to address the sight distance deficiency.
  - We recommend that that the Burgess Road access be restricted to right-in and right-out movements only due to its proximity to the Burgess Road / Huntington Road traffic signal and given that the westbound left-turn lane at the signal crosses the access point.
  - We recommend that the proposed Huntington Road fuel station continue to maintain all vegetation, landscaping, and above ground objects adjacent to the access points to provide adequate minimum sight distance per the AASHTO guidance.
- **Burgess Road / Huntington Road Intersection**:
  - In the near-term, we recommend that the County consider modifying the northbound and southbound left-turn movements at the traffic signal be changed from permissive to protected-permissive phasing to shorten the northbound left-turn vehicle queue at the intersection. The analysis worksheets for the resultant traffic operations from this intersection change are provided in Appendix G. Further, the 2021 Wickiup Junction Refinement Plan and La Pine TSP also identify the need for systemic safety improvements to address the intersection's crash history, which could include increasing the visibility of intersection signage and its signal heads.
  - In the long-term, the 2021 Wickiup Junction Refinement Plan and La Pine TSP identify a potential roundabout at this intersection to provide flexibility for increased economic growth. The analysis worksheets for the resultant traffic operations from this intersection change are provided in Appendix G.
  - No mitigation measures are recommended or required as a result of the proposed development.
- **Burgess Road / Day Road-Pine Forest Drive Intersection**: per the Deschutes County TSP, a rural traffic signal is identified at this intersection and the project is programmed in the County's 2025-2029 CIP. No mitigation measures are recommended or required as a result of the proposed development.

APPENDIX A – TRAFFIC COUNTS

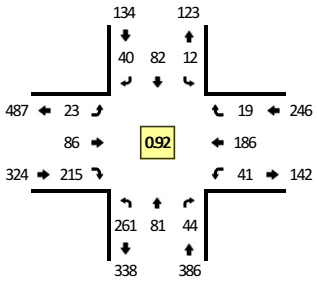
Type of peak hour being reported: Intersection Peak

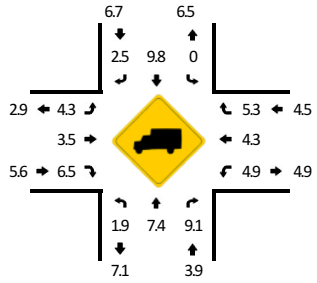
Method for determining peak hour: Total Entering Volume

LOCATION: Huntington Rd -- Burgess Rd
CITY/STATE: La Pine, OR

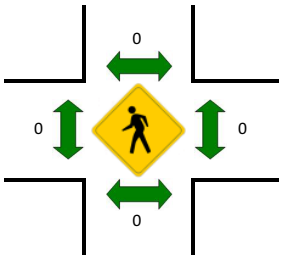
QC JOB #: 16734801
DATE: Tue, Sep 10 2024

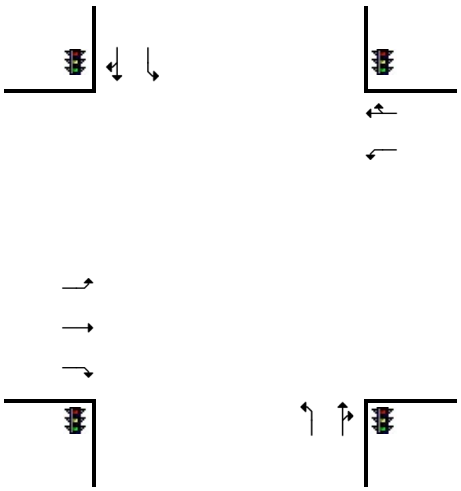
Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:05 PM -- 4:20 PM

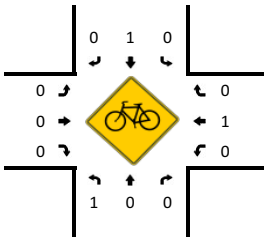


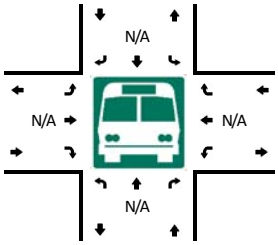


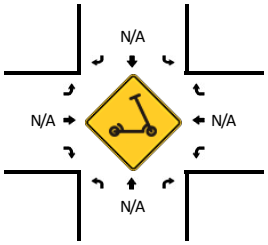
TRUE DATA TO IMPROVE MOBILITY











5-Min Count Period Beginning At	Huntington Rd (Northbound)				Huntington Rd (Southbound)				Burgess Rd (Eastbound)				Burgess Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	28	3	2	0	0	8	3	0	1	3	9	0	1	10	1	0	69	
4:05 PM	31	8	5	0	1	6	6	0	5	11	11	0	5	12	5	0	106	
4:10 PM	24	9	3	0	0	7	0	0	3	7	24	0	4	10	1	0	92	
4:15 PM	19	9	7	0	1	5	5	0	0	6	20	0	3	23	1	0	99	
4:20 PM	24	8	3	0	0	12	6	0	1	8	19	0	7	15	2	0	105	
4:25 PM	20	7	3	0	1	6	3	0	2	7	22	0	3	11	2	0	87	
4:30 PM	17	6	4	0	1	8	1	0	1	6	12	0	2	23	0	0	81	
4:35 PM	22	6	2	0	1	7	3	0	0	6	25	0	1	18	2	0	93	
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4:45 PM	24	3	3	0	2	7	3	0	1	5	16	0	4	12	0	0	80	
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5:00 PM	19	7	5	0	0	2	4	0	1	3	15	0	3	18	2	0	79	1090
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5:10 PM	24	6	1	0	1	2	6	0	1	12	10	0	4	13	1	0	81	1045
5:15 PM	21	4	1	0	0	4	2	0	2	5	13	0	2	12	0	0	66	1012
5:20 PM	23	6	3	0	1	4	6	0	1	6	15	0	4	18	2	0	89	996
5:25 PM	16	6	2	0	0	7	9	0	0	4	13	0	3	14	0	0	74	983
5:30 PM	21	4	1	0	0	4	0	0	1	10	14	0	2	18	3	0	78	980
5:35 PM	17	4	2	0	1	10	2	0	0	2	9	0	1	15	0	0	63	950
5:40 PM	23	4	0	0	2	6	3	0	1	7	19	0	4	17	3	0	89	953
5:45 PM	19	6	1	0	1	3	0	0	1	4	13	0	5	14	0	0	67	940
5:50 PM	15	4	2	0	0	5	8	0	2	6	18	0	3	14	0	0	77	917
5:55 PM	17	4	3	0	0	3	6	0	2	3	11	0	5	11	0	0	65	900

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	296	104	60	0	8	72	44	0	32	96	220	0	48	180	28	0	1188
Heavy Trucks	12	20	8		0	4	0		0	12	20		4	0	4		84
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

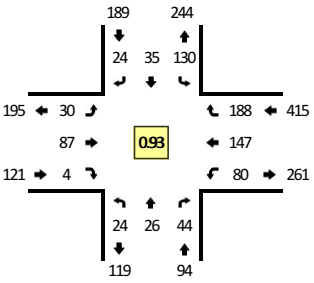
Report generated on 9/17/2024 4:19 PM

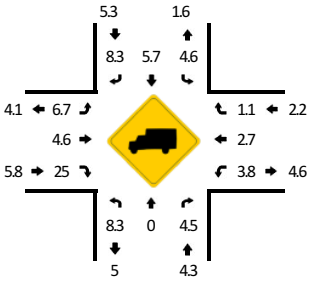
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

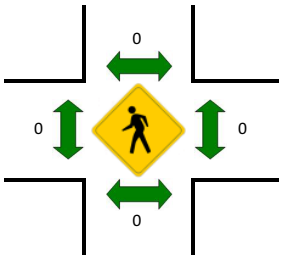
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

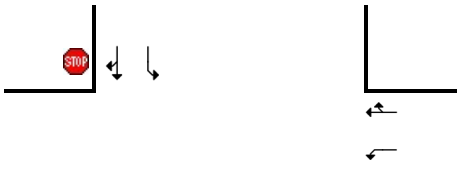
LOCATION: Day Rd -- Burgess Rd | **QC JOB #:** 16734802
CITY/STATE: La Pine, OR | **DATE:** Tue, Sep 10 2024

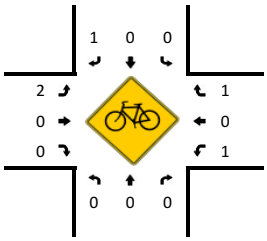
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:05 PM -- 4:20 PM

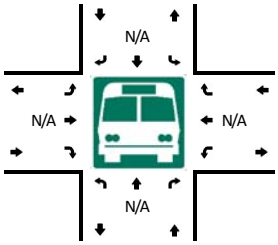


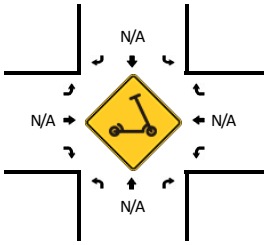












5-Min Count Period Beginning At	Day Rd (Northbound)				Day Rd (Southbound)				Burgess Rd (Eastbound)				Burgess Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	4	2	0	4	1	2	0	3	10	1	0	6	18	20	0	71	
4:05 PM	3	5	4	0	14	3	1	0	2	13	1	0	4	14	10	0	74	
4:10 PM	2	3	6	0	12	5	1	0	1	6	0	0	6	6	19	0	67	
4:15 PM	6	2	4	0	14	4	6	0	1	5	0	0	8	10	20	0	80	
4:20 PM	0	2	4	0	6	1	0	0	3	10	0	0	10	14	14	0	64	
4:25 PM	4	2	3	0	11	10	1	0	4	6	0	0	4	13	13	0	71	
4:30 PM	0	2	3	0	13	2	1	0	5	5	1	0	4	16	15	0	67	
4:35 PM	1	1	6	0	17	2	0	0	1	5	0	0	7	9	18	0	67	
4:40 PM	3	2	2	0	8	1	3	0	2	8	0	0	10	13	17	0	69	
4:45 PM	2	0	1	0	7	3	4	0	1	5	1	0	7	9	13	0	53	
4:50 PM	0	1	7	0	17	1	4	0	3	8	0	0	10	17	12	0	80	
4:55 PM	3	2	2	0	7	2	1	0	4	6	0	0	4	8	17	0	56	819
5:00 PM	1	3	2	0	8	2	3	0	3	2	1	0	2	10	11	0	48	796
5:05 PM	0	4	1	0	12	1	2	0	3	9	0	0	6	16	16	0	70	792
5:10 PM	1	1	2	0	6	3	2	0	5	6	0	0	4	11	14	0	55	780
5:15 PM	0	0	2	0	14	3	6	0	4	3	0	0	4	12	13	0	61	761
5:20 PM	0	0	2	0	9	1	3	0	7	7	0	0	7	24	10	0	70	767
5:25 PM	1	2	5	0	9	1	3	0	5	9	1	0	14	12	9	0	71	767
5:30 PM	3	1	1	0	10	1	4	0	1	4	0	0	6	14	16	0	61	761
5:35 PM	2	1	2	0	8	2	0	0	0	4	0	0	5	8	11	0	43	737
5:40 PM	0	1	1	0	8	1	0	0	2	10	0	0	4	10	17	0	54	722
5:45 PM	2	1	1	0	14	3	2	0	3	10	0	0	5	13	9	0	63	732
5:50 PM	1	4	1	0	9	2	0	0	2	5	0	1	10	16	12	0	63	715
5:55 PM	3	1	2	0	5	2	1	0	4	4	1	0	6	12	15	0	56	715

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	40	56	0	160	48	32	0	16	96	4	0	72	120	196	0	884
Heavy Trucks	4	0	8		4	8	4		0	4	0		4	4	4		44
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		4	0	4		8
Scooters																	

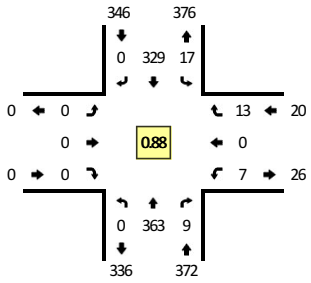
Comments:

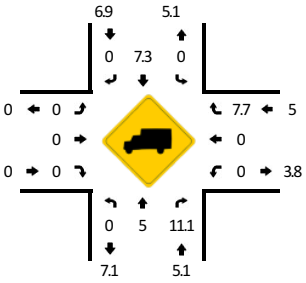
Report generated on 9/17/2024 4:19 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

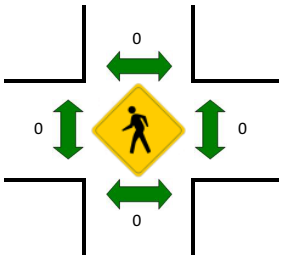
LOCATION: Huntington Rd -- Findley Dr | **QC JOB #:** 16734803
CITY/STATE: La Pine, OR | **DATE:** Tue, Sep 10 2024

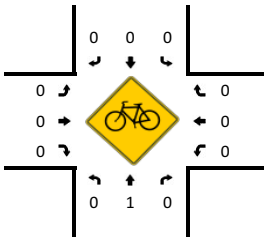
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:10 PM -- 4:25 PM

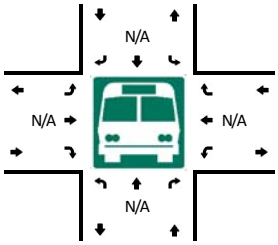


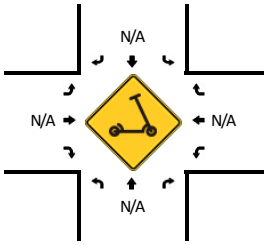


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	Huntington Rd (Northbound)				Huntington Rd (Southbound)				Findley Dr (Eastbound)				Findley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	31	0	0	2	22	0	0	0	0	0	0	0	0	1	0	56	
4:05 PM	0	38	1	0	1	19	0	0	0	0	0	0	1	0	0	0	60	
4:10 PM	0	33	1	0	1	33	0	0	0	0	0	0	0	0	1	0	69	
4:15 PM	0	41	0	0	0	34	0	0	0	0	0	0	1	0	2	0	78	
4:20 PM	0	28	1	0	1	31	0	0	0	0	0	0	0	0	2	0	63	
4:25 PM	0	23	2	0	1	36	0	0	0	0	0	0	0	0	2	0	64	
4:30 PM	0	26	0	0	2	21	0	0	0	0	0	0	1	0	0	0	50	
4:35 PM	0	32	3	0	1	26	0	0	0	0	0	0	0	0	1	0	63	
4:40 PM	0	28	0	0	2	24	0	0	0	0	0	0	0	0	2	0	56	
4:45 PM	0	27	0	0	2	28	0	0	0	0	0	0	0	0	2	0	59	
4:50 PM	0	32	1	0	3	24	0	0	0	0	0	0	2	0	0	0	62	
4:55 PM	0	24	0	0	1	31	0	0	0	0	0	0	2	0	0	0	58	738
5:00 PM	0	27	2	0	1	16	0	0	0	0	0	0	0	0	2	0	48	730
5:05 PM	0	28	5	0	0	21	0	0	0	0	0	0	1	0	1	0	56	726
5:10 PM	0	25	0	0	2	20	0	0	0	0	0	0	0	0	0	0	47	704
5:15 PM	0	30	1	0	1	15	0	0	0	0	0	0	0	0	2	0	49	675
5:20 PM	0	23	0	0	1	21	0	0	0	0	0	0	1	0	0	0	46	658
5:25 PM	0	31	2	0	2	22	0	0	0	0	0	0	0	0	1	0	58	652
5:30 PM	0	17	1	0	1	18	0	0	0	0	0	0	1	0	1	0	39	641
5:35 PM	0	22	3	0	2	19	0	0	0	0	0	0	0	0	0	0	46	624
5:40 PM	0	28	0	0	0	20	0	0	0	0	0	0	1	0	1	0	50	618
5:45 PM	0	25	0	0	3	23	0	0	0	0	0	0	2	0	0	0	53	612
5:50 PM	0	18	0	0	2	26	0	0	0	0	0	0	0	0	1	0	47	597
5:55 PM	0	23	1	0	1	16	0	0	0	0	0	0	0	0	0	0	41	580

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	408	8	0	8	392	0	0	0	0	0	0	4	0	20	0	840
Heavy Trucks	0	12	0		0	24	0		0	0	0		0	0	4		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/17/2024 4:19 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

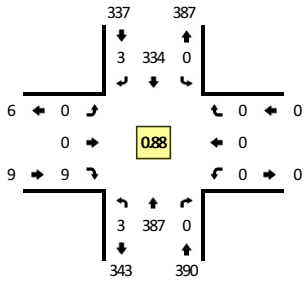
Type of peak hour being reported: Intersection Peak

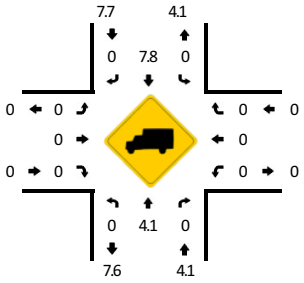
Method for determining peak hour: Total Entering Volume

LOCATION: Huntington Rd -- Dwy
CITY/STATE: La Pine, OR

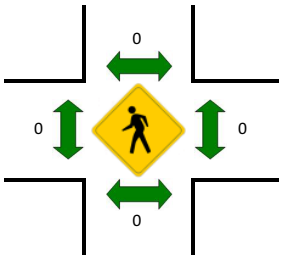
QC JOB #: 16734804
DATE: Tue, Sep 10 2024

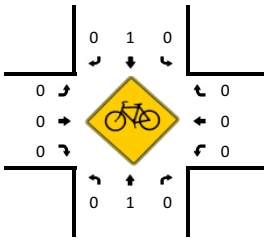
Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:10 PM -- 4:25 PM

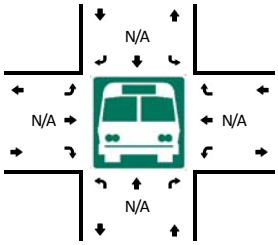


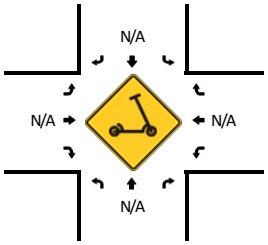


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	Huntington Rd (Northbound)				Huntington Rd (Southbound)				Dwy (Eastbound)				Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	23	0	0	0	18	0	0	0	0	0	0	0	0	0	0	41	
4:05 PM	0	47	0	0	0	20	0	0	0	0	3	0	0	0	0	0	70	
4:10 PM	0	36	0	0	0	36	0	0	0	0	0	0	0	0	0	0	72	
4:15 PM	0	39	0	0	0	26	0	0	0	0	0	0	0	0	0	0	65	
4:20 PM	0	32	0	0	0	39	1	0	0	0	0	0	0	0	0	0	72	
4:25 PM	0	30	0	0	0	34	0	0	0	0	1	0	0	0	0	0	65	
4:30 PM	0	23	0	0	0	18	1	0	0	0	0	0	0	0	0	0	42	
4:35 PM	0	30	0	0	0	34	0	0	0	0	0	0	0	0	0	0	64	
4:40 PM	1	32	0	0	0	23	0	0	0	0	1	0	0	0	0	0	57	
4:45 PM	1	28	0	0	0	26	1	0	0	0	1	0	0	0	0	0	57	
4:50 PM	1	33	0	0	0	37	0	0	0	0	2	0	0	0	0	0	73	
4:55 PM	0	25	0	0	0	24	0	0	0	0	0	0	0	0	0	0	49	727
5:00 PM	0	32	0	0	0	17	0	0	0	0	1	0	0	0	0	0	50	736
5:05 PM	0	22	0	0	0	24	0	0	1	0	0	0	0	0	0	0	47	713
5:10 PM	0	31	0	0	0	17	0	0	0	0	1	0	0	0	0	0	49	690
5:15 PM	0	28	0	0	0	18	0	0	0	0	0	0	0	0	0	0	46	671
5:20 PM	0	30	0	0	0	22	0	0	0	0	0	0	0	0	0	0	52	651
5:25 PM	0	26	0	0	0	22	0	0	0	0	2	0	0	0	0	0	50	636
5:30 PM	0	23	0	0	0	21	0	0	0	0	0	0	0	0	0	0	44	638
5:35 PM	0	24	0	0	0	19	0	0	0	0	0	0	0	0	0	0	43	617
5:40 PM	0	26	0	0	0	27	0	0	0	0	0	0	0	0	0	0	53	613
5:45 PM	0	25	0	0	0	24	0	0	0	0	0	0	0	0	0	0	49	605
5:50 PM	0	21	0	0	0	26	0	0	0	0	0	0	0	0	0	0	47	579
5:55 PM	0	22	0	0	0	18	0	0	0	0	0	0	0	0	0	0	40	570

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	428	0	0	0	404	4	0	0	0	0	0	0	0	0	0	836
Heavy Trucks	0	24	0		0	16	0		0	0	0		0	0	0		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/17/2024 4:19 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

APPENDIX B – EXISTING CONDITIONS INTERSECTION ANALYSIS WORKSHEETS

Huntington Rd Fuel TIA

Vistro File: H:\...\30377_Huntington_TIA.vistro
Report File: H:\...\Existing PM.pdf

Scenario 1 Existing PM
9/23/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Burgess Rd / Huntington Rd	Signalized	HCM 7th Edition	EB Right	0.558	14.1	B
2	Burgess Rd / Day Rd-Pine Forest Dr	Two-way stop	HCM 7th Edition	SB Left	0.449	25.6	D
3	Huntington Rd / Findley Dr	Two-way stop	HCM 7th Edition	WB Left	0.024	16.1	C
4	Huntington Rd / Site Access	Two-way stop	HCM 7th Edition	EB Right	0.014	10.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Burgess Rd / Huntington Rd

Control Type:	Signalized	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.558

Intersection Setup

Name	Huntington Rd			Huntington Rd			Burgess Rd			Burgess Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	90.00	100.00	100.00	150.00	100.00	190.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Huntington Rd			Huntington Rd			Burgess Rd			Burgess Rd		
Base Volume Input [veh/h]	270	77	41	12	88	39	23	86	209	39	178	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	8.00	10.00	0.00	10.00	3.00	4.00	3.00	6.00	5.00	4.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	270	77	41	12	88	39	23	86	209	39	178	18
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	21	11	3	24	11	6	24	57	11	49	5
Total Analysis Volume [veh/h]	297	85	45	13	97	43	25	95	230	43	196	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			1			0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	10	30	0	10	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	5	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	15	0	10	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	0	14	0	0	14	0	9	14	0	14	14	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	0	8	0	0	8	0	6	10	0	6	10	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	44	44	44	44	44	44	44	44	44
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	0.00	3.00	3.00	0.00	3.00
g_i, Effective Green Time [s]	17	17	17	17	17	10	10	17	11
g / C, Green / Cycle	0.39	0.39	0.39	0.39	0.39	0.22	0.22	0.39	0.24
(v / s)_i Volume / Saturation Flow Rate	0.24	0.08	0.01	0.08	0.02	0.05	0.15	0.03	0.12
s, saturation flow rate [veh/h]	1238	1664	1280	1648	1307	1855	1538	1253	1806
c, Capacity [veh/h]	507	642	525	635	634	410	340	686	435
d1, Uniform Delay [s]	15.19	9.09	11.50	9.16	8.64	14.19	15.83	8.53	14.53
k, delay calibration	0.04	0.04	0.04	0.04	0.11	0.11	0.11	0.04	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.40	0.06	0.01	0.06	0.03	0.29	2.35	0.01	0.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.20	0.02	0.22	0.04	0.23	0.68	0.06	0.50
d, Delay for Lane Group [s/veh]	15.59	9.14	11.51	9.22	8.66	14.48	18.18	8.55	15.41
Lane Group LOS	B	A	B	A	A	B	B	A	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.14	0.58	0.07	0.63	0.11	0.64	1.86	0.18	1.53
50th-Percentile Queue Length [ft/ln]	53.48	14.40	1.76	15.63	2.64	15.97	46.48	4.46	38.30
95th-Percentile Queue Length [veh/ln]	3.85	1.04	0.13	1.13	0.19	1.15	3.35	0.32	2.76
95th-Percentile Queue Length [ft/ln]	96.27	25.92	3.16	28.14	4.74	28.74	83.66	8.02	68.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.59	9.14	9.14	11.51	9.22	9.22	8.66	14.48	18.18	8.55	15.41	15.41
Movement LOS	B	A	A	B	A	A	A	B	B	A	B	B
d_A, Approach Delay [s/veh]	13.63			9.41			16.49			14.27		
Approach LOS	B			A			B			B		
d_I, Intersection Delay [s/veh]	14.07											
Intersection LOS	B											
Intersection V/C	0.558											

Emissions

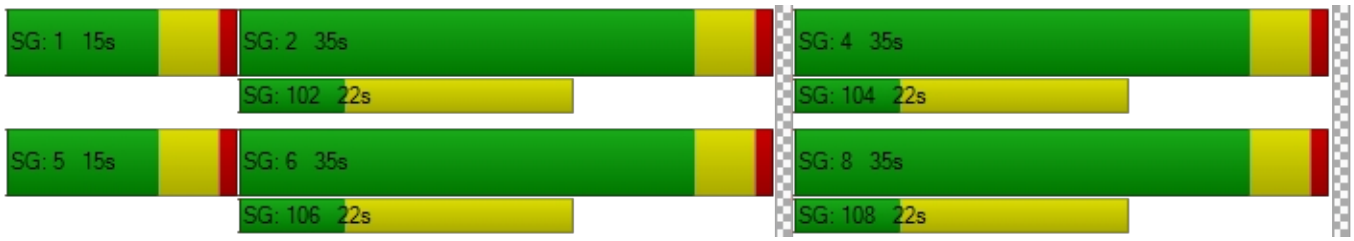
Vehicle Miles Traveled [mph]	12.79	5.60	2.56	27.54	38.63	146.78	355.35	2.26	11.36
Stops [stops/h]	173.27	46.65	5.69	50.64	8.54	51.74	150.58	14.44	124.08
Fuel consumption [US gal/h]	3.54	1.01	0.19	1.84	1.47	5.95	14.90	0.33	2.61
CO [g/h]	247.11	70.88	13.20	128.37	103.05	416.21	1041.78	23.19	182.40
NOx [g/h]	48.08	13.79	2.57	24.98	20.05	80.98	202.69	4.51	35.49
VOC [g/h]	57.27	16.43	3.06	29.75	23.88	96.46	241.44	5.38	42.27

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	12.58	12.58	12.58	12.58
l_p,int, Pedestrian LOS Score for Intersectio	2.304	2.047	2.836	2.118
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1350	1350	1350	1350
d_b, Bicycle Delay [s]	2.35	2.35	2.35	2.35
l_b,int, Bicycle LOS Score for Intersection	2.264	1.812	2.137	1.987
Bicycle LOS	B	A	B	A

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Burgess Rd / Day Rd-Pine Forest Dr

Control Type:	Two-way stop	Delay (sec / veh):	25.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

Intersection Setup

Name	Pine Forest Dr			Day Rd			Burgess Rd			Burgess Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	110.00	100.00	100.00	250.00	100.00	100.00	230.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pine Forest Dr			Day Rd			Burgess Rd			Burgess Rd		
Base Volume Input [veh/h]	24	26	44	130	35	24	30	87	4	80	147	188
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	0.00	5.00	5.00	6.00	8.00	7.00	5.00	25.00	4.00	3.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	1	1	0	0	1	0	1
Total Hourly Volume [veh/h]	24	26	44	130	35	25	31	87	4	81	147	189
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	7	12	35	9	7	8	23	1	22	40	51
Total Analysis Volume [veh/h]	26	28	47	140	38	27	33	94	4	87	158	203
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.08	0.05	0.45	0.10	0.04	0.03	0.00	0.00	0.06	0.00	0.00
d_M, Delay for Movement [s/veh]	17.69	16.69	9.75	25.64	15.77	10.90	8.16	0.00	0.00	7.58	0.00	0.00
Movement LOS	C	C	A	D	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.46	0.46	2.22	0.47	0.47	0.09	0.00	0.00	0.19	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.82	11.39	11.39	55.44	11.74	11.74	2.17	0.00	0.00	4.67	0.00	0.00
d_A, Approach Delay [s/veh]	13.72			21.87			2.06			1.47		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	7.68											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 3: Huntington Rd / Findley Dr

Control Type:	Two-way stop	Delay (sec / veh):	16.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Huntington Rd		Huntington Road		Findley Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Huntington Rd		Huntington Road		Findley Dr	
Base Volume Input [veh/h]	363	9	17	329	7	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	11.00	0.00	7.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	1	0	0	0	0	0
Total Hourly Volume [veh/h]	364	9	17	329	7	13
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	3	5	93	2	4
Total Analysis Volume [veh/h]	414	10	19	374	8	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.02	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.16	0.00	16.12	11.17
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.80	0.80	3.77	3.77
d_A, Approach Delay [s/veh]	0.00		0.39		12.89	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.54					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: Huntington Rd / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Huntington Road			Huntington Rd			Private Driveway			Site Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Huntington Road			Huntington Rd			Private Driveway			Site Driveway		
Base Volume Input [veh/h]	3	378	0	0	335	3	0	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	0.00	0.00	8.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	1	0	0	1	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	379	0	0	336	3	0	0	8	0	0	0
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	109	0	0	97	1	0	0	2	0	0	0
Total Analysis Volume [veh/h]	3	436	0	0	386	3	0	0	9	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.05	0.00	0.00	8.17	0.00	0.00	17.45	16.80	10.49	17.63	16.75	10.76
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.00	0.00	0.00	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.13	0.13	0.13	0.00	0.00	0.00	1.03	1.03	1.03	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.06			0.00			10.49			15.05		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	0.14											
Intersection LOS	B											

APPENDIX C – CRASH DATA WORKSHEETS

CITY OF LA PINE, DESCHUTES COUNTY

BURGESS RD at HUNTINGTON RD, City of La Pine, Deschutes County, 01/01/2018 to 12/31/2022

1 - 4 of 8 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	J N S	I H V	C O R L	W K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01184	N	N	N	N				07/10/2019	07	BURGESS RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	STRGHT											04,07,29
COUNTY								WE	0	HUNTINGTON RD	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E -W									000		00
N								7P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	71	F	OR-Y		026	000		04,07,29
N								43 42 12.85	-121 29 42.02																OR<25					
																	02	NONE	STOP											
																		PRVTE	E -W									011		00
																		PSNGR CAR		01	DRVR	INJC	29	F	OR-Y		000	000		00
																									OR<25					
02296	Y	N	N	N	N			12/18/2019	07	BURGESS RD	INTER	CROSS	N	N	SNOW	S-1STOP	01	NONE 9	STRGHT										124	01,07
NONE								WE	0	HUNTINGTON RD	S		L-GRN-SIG	N	SNO	REAR		N/A	S -N									001		00
N								5P			06	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N								43 42 12.28	-121 29 42.96																UNK					
																	02	NONE 9	STOP											
																		N/A	S -N									012		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
00575	Y	N	N	N	N	N		04/05/2022	07	BURGESS RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	07,27,29
COUNTY								TU	0	HUNTINGTON RD	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N								1P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	71	M	OR-Y		047,016,026	038		07,27,29
N								43 42 12.85	-121 29 42.84																OR<25					
																	02	NONE 0	STOP											
																		PRVTE	W -E									011		00
																		PSNGR CAR		01	DRVR	INJC	79	M	OR-Y		000	000		00
																									OR<25					
																	03	NONE 0	STOP											
																		PRVTE	W -E									022		00
																		PSNGR CAR		01	DRVR	INJC	68	M	OR-Y		000	022		00
																									OR>25					
																	03	NONE 0	STOP											
																		PRVTE	W -E									022		00
																		PSNGR CAR		02	PSNG	INJC	44	F			000	000		00
00804	N	N	N	N	N	N		05/17/2018	07	BURGESS RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	TURN-L											02,08
COUNTY								TH	0	HUNTINGTON RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S -W									000		00
N								9A			01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	67	F	OR-Y		028,004	000		02,08
N								43 42 12.85	-121 29 42.84																OR<25					
																	02	NONE 0	STRGHT											
																		PRVTE	N -S									000		00
																		PSNGR CAR		01	DRVR	INJB	84	M	OR-Y		000	000		00
																									OR<25					

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J N H V	S I C L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	A G E	S E X	LICNS / RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00684	N	N	N	N			04/17/2019	07	BURGESS RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT										04
NONE							WE	0	HUNTINGTON RD	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	S -N									000	00
N							2P			04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	72	F	OR-Y		020	000	04
N							43 42 12.85	-121 29 42.84																OR<25				
																02	NONE	STRGHT										
																	PRVTE	W -E									000	00
																	PSNGR CAR		01	DRVR	INJB	66	F	OR-Y		000	000	00
																								OR<25				
																02	NONE	STRGHT										
																	PRVTE	W -E									000	00
																	PSNGR CAR		02	PSNG	INJB	45	M			000	000	00
01136	N	N	N	N	N	N	07/03/2019	07	BURGESS RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	STRGHT										02
COUNTY							WE	0	HUNTINGTON RD	CN		TRF SIGNAL	N	DRY	TURN		N/A	N -S									000	00
N							1P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							43 42 12.86	-121 29 42.83																UNK				
																02	NONE 9	TURN-L										
																	N/A	S -W									000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				
01127	N	N	N	N	N		08/21/2020	07	BURGESS RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	STRGHT										02
NO RPT							FR	0	HUNTINGTON RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N -S									000	00
N							8A			01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	34	M	OR-Y		000	000	00
N							43 42 12.88	-121 29 42.84																OR>25				
																02	NONE	TURN-L										
																	PRVTE	S -W									000	00
																	PSNGR CAR		01	DRVR	NONE	76	M	OR-Y		004	000	02
																								OR<25				
00627	N	N	N	N	N	N	05/05/2020	07	BURGESS RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 9	TURN-L										02
COUNTY							TU	0	HUNTINGTON RD	CN		TRF SIGNAL	N	DRY	TURN		N/A	S -W									088	00
N							12P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
N							43 42 12.87	-121 29 42.83																UNK				
																02	NONE 9	STRGHT										
																	N/A	N -S									000	00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00
																								UNK				

CITY OF LA PINE, DESCHUTES COUNTY

HUNTINGTON RD at FINDLEY RD, City of La Pine, Deschutes County, 01/01/2018 to 12/31/2022

1 - 2 of 2 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G	J N S	I H V	C L	S W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / TYPE / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01695	N	N	N	N	N	N	N	10/01/2022	07	FINDLEY RD	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 9	STRGHT										128	27,29
COUNTY			SA					0	HUNTINGTON RD	N		STOP SIGN	N	DRY	REAR			N/A	N -S								000		00
N			5P							06	0		N	DAY	PDO			PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N			43 41 13.3					-121 29 54.45																	UNK					
																	02	NONE 9	STOP											
																		N/A	N -S									012		00
																		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																									UNK					
02234	Y	N	N	N	N	N	N	12/10/2022	07	FINDLEY RD	INTER	3-LEG	N	N	SNOW	S-1STOP	01	NONE 0	STRGHT											01,29
COUNTY			SA					0	HUNTINGTON RD	N		STOP SIGN	N	ICE	REAR			PRVTE	N -S								000		00
N			10A							06	0		N	DAY	INJ			PSNGR CAR		01	DRVR	INJC	77	F	OR-Y		047,026	000		01,29
N			43 41 13.3					-121 29 54.45																	OR<25					
																	02	NONE 0	STOP											
																		PRVTE	N -S									012		00
																		PSNGR CAR		01	DRVR	INJC	71	M	OR-Y		000	000		00
																									OR<25					

Injury Severity	Intersecting Stree	Road Character	Street Name	Crash Date	Ser No	Vehicle Type (Original)
(O) Property Damage Only	DAY RD	Intersection	BURGESS RD A	Monday, January 10, 2022	00050	Passenger Car
(O) Property Damage Only	DAY RD	Intersection	BURGESS RD A	Monday, January 24, 2022	00118	Passenger Car
(O) Property Damage Only	DAY RD	Intersection	BURGESS RD A	Saturday, March 20, 2021	00434	Passenger Car
(B) Moderate Injury	BURGESS RD	Intersection	DAY RD	Wednesday, June 3, 2020	00764	Passenger Car
(C) Minor Injury	DAY RD	Intersection	BURGESS RD A	Friday, May 25, 2018	00853	Passenger Car
(O) Property Damage Only	BURGESS RD	Intersection	DAY RD	Tuesday, May 28, 2019	00921	Passenger Car
(C) Minor Injury	BURGESS RD	Intersection	DAY RD	Tuesday, May 28, 2019	00921	Passenger Car
(O) Property Damage Only	DAY RD	Intersection	BURGESS RD A	Friday, July 1, 2022	01078	Passenger Car
(O) Property Damage Only	PINE FOREST DR	Intersection	BURGESS RD	Tuesday, August 18, 2020	01109	Passenger Car
(O) Property Damage Only	BURGESS RD	Intersection	PINE FOREST DR	Monday, July 1, 2019	01170	Passenger Car
(O) Property Damage Only	PINE FOREST DR	Intersection	BURGESS RD A	Sunday, August 12, 2018	01313	Passenger Car
(B) Moderate Injury	DAY RD	Intersection	BURGESS RD A	Saturday, August 28, 2021	01353	Passenger Car
(O) Property Damage Only	DAY RD	Intersection	BURGESS RD A	Saturday, August 28, 2021	01353	Passenger Car
(B) Moderate Injury	PINE FOREST DR	Intersection	BURGESS RD A	Saturday, September 1, 2018	01403	Motorcycle
(O) Property Damage Only	PINE FOREST DR	Intersection	BURGESS RD A	Saturday, September 1, 2018	01403	Motorcycle
(B) Moderate Injury	PINE FOREST DR	Intersection	BURGESS RD A	Saturday, September 1, 2018	01403	Passenger Car
(O) Property Damage Only	BURGESS RD	Intersection	DAY RD	Thursday, October 22, 2020	01456	Passenger Car
(O) Property Damage Only	BURGESS RD	Intersection	DAY RD	Wednesday, August 21, 2019	01463	Passenger Car
(O) Property Damage Only	PINE FOREST DR	Intersection	BURGESS RD A	Monday, September 20, 2021	01504	Passenger Car
(C) Minor Injury	PINE FOREST DR	Intersection	BURGESS RD A	Monday, September 20, 2021	01504	Passenger Car
(C) Minor Injury	DAY RD	Intersection	BURGESS RD	Wednesday, September 11, 2019	01598	Passenger Car
(O) Property Damage Only	DAY RD	Intersection	BURGESS RD	Wednesday, September 11, 2019	01598	Passenger Car
(C) Minor Injury	DAY RD	Intersection	BURGESS RD	Wednesday, September 11, 2019	01598	Passenger Car
(C) Minor Injury	DAY RD	Intersection	BURGESS RD A	Sunday, October 16, 2022	01811	Passenger Car
(O) Property Damage Only	DAY RD	Intersection	BURGESS RD A	Sunday, October 16, 2022	01811	Passenger Car
(O) Property Damage Only	DAY RD	Intersection	BURGESS RD A	Wednesday, November 10, 2021	01870	Passenger Car
(B) Moderate Injury	DAY RD	Intersection	BURGESS RD A	Wednesday, November 10, 2021	01870	Passenger Car

ID	Location	Collision Type					Severity		Total Crashes	90th Percentile Crash Rate	Observed Crash Rate	Does Observed Exceed 90th Rate?
		Rear-end	Turning	Angle	Fixed	Head-On	PDO	Injury				
1	Burgess Road/Huntington Road	3	4	1			3	5	8	0.58	0.41	No
2	Burgess Road/Day Road		7	10		1	9	9	18	1.08	1.20	Yes
3	Huntington Road/Findley Road	2					1	1	2	0.48	0.15	No
		5	11	11	0	1	13	15	28	15	28	

input required
from ODOT report
excel calculated

ID	Location	PM Peak							Intersection Class	90th Percentile Rate
		Day one	Day Two	Day Three	AVG	EST AADT	EST 5Y TEV	Crash Rate		
1	Burgess Road/Huntington Road				1080	10800	19710000	0.41	Rural 4SG	0.579
2	Burgess Road/Day Road				819	8190	14946750	1.20	Rural 4ST	1.08
3	Huntington Road/Findley Road				738	7380	13468500	0.15	Rural 3ST	0.475

PM Peak hour TEV from network tool

$$Intersection\ Crash\ Rate\ per\ MEV = \frac{Annual\ Number\ of\ Crashes\ x\ 10^6}{(AADT)x\ (365\ days/year)}$$

The values shown in Exhibit 4-1 represent the 90th percentile crash rates from a study of 500 intersections in Oregon. The crash rates are grouped by rural/urban, signalized/unsignalized, and three-leg/four-leg intersections. Intersections with crash rates that exceed the 90th percentile values shown in the table should be flagged for further analysis. For more information on crash rates and using this table, see Section 4.3.4 Critical Crash Rate.

Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control

	Rural				Urban			
	3SG	3ST	4SG	4ST	3SG	3ST	4SG	4ST
No. of Intersections	7	115	20	60	55	77	106	60
Mean Crash Rate	**0.226**	**0.196**	**0.324**	**0.434**	**0.275**	**0.131**	**0.477**	**0.198**
Median Crash Rate	0.163	0.092	0.320	0.267	0.252	0.105	0.420	0.145
Standard Deviation	0.185	0.314	0.223	0.534	0.155	0.121	0.273	0.176
Coefficient of Variation	0.819	1.602	0.688	1.230	0.564	0.924	0.572	0.889
90th Percentile Rate	**0.464**	**0.475**	**0.579**	**1.080**	**0.509**	**0.293**	**0.860**	**0.408**

Source: Assessment of Statewide Intersection Safety Performance, FHWA-OR-RD-18, Portland State University and Oregon State University, June 2011, Table 4.1, p. 47.

Note: Traffic control types include
3SG (three-leg signalized),
3ST (three-leg minor stop-control),
4SG (four-leg signalized),
4ST (four-leg minor stop-control).

CITY OF LA PINE, DESCHUTES COUNTY

HUNTINGTON RD at FINDLEY RD, City of La Pine, Deschutes County, 01/01/2018 to 12/31/2022

APPENDIX D – YEAR 2026 BACKGROUND CONDITIONS INTERSECTION ANALYSIS WORKSHEETS

Huntington Rd Fuel TIA

Vistro File: H:\...\30377_Huntington_TIA.vistro
Report File: H:\...\Background PM 2026.pdf

Scenario 2 2026 Background PM
9/23/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Burgess Rd / Huntington Rd	Signalized	HCM 7th Edition	EB Right	0.577	14.5	B
2	Burgess Rd / Day Rd-Pine Forest Dr	Two-way stop	HCM 7th Edition	SB Left	0.490	28.3	D
3	Huntington Rd / Findley Dr	Two-way stop	HCM 7th Edition	WB Left	0.025	16.7	C
4	Huntington Rd / Site Access	Two-way stop	HCM 7th Edition	EB Right	0.014	10.6	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Burgess Rd / Huntington Rd

Control Type:	Signalized	Delay (sec / veh):	14.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

Intersection Setup

Name	Huntington Rd			Huntington Rd			Burgess Rd			Burgess Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	90.00	100.00	100.00	150.00	100.00	190.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Huntington Rd			Huntington Rd			Burgess Rd			Burgess Rd		
Base Volume Input [veh/h]	281	80	43	12	92	41	24	89	217	41	185	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	8.00	10.00	0.00	10.00	3.00	4.00	3.00	6.00	5.00	4.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	281	80	43	12	92	41	24	89	217	41	185	19
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	22	12	3	25	11	7	24	60	11	51	5
Total Analysis Volume [veh/h]	309	88	47	13	101	45	26	98	238	45	203	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			1			0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	10	30	0	10	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	5	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	15	0	10	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	0	14	0	0	14	0	9	14	0	14	14	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	0	8	0	0	8	0	6	10	0	6	10	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	45	45	45	45	45	45	45	45	45
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	0.00	3.00	3.00	0.00	3.00
g_i, Effective Green Time [s]	18	18	18	18	17	10	10	17	11
g / C, Green / Cycle	0.40	0.40	0.40	0.40	0.38	0.22	0.22	0.38	0.24
(v / s)_i Volume / Saturation Flow Rate	0.25	0.08	0.01	0.09	0.02	0.05	0.15	0.04	0.12
s, saturation flow rate [veh/h]	1232	1663	1274	1648	1302	1855	1538	1249	1806
c, Capacity [veh/h]	513	658	533	652	615	403	334	672	429
d1, Uniform Delay [s]	15.36	9.03	11.45	9.10	9.00	14.69	16.46	8.88	15.07
k, delay calibration	0.04	0.04	0.04	0.04	0.11	0.11	0.11	0.04	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.42	0.06	0.01	0.06	0.03	0.31	2.82	0.02	0.99
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.21	0.02	0.22	0.04	0.24	0.71	0.07	0.52
d, Delay for Lane Group [s/veh]	15.78	9.08	11.46	9.16	9.03	15.00	19.28	8.89	16.06
Lane Group LOS	B	A	B	A	A	B	B	A	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.29	0.61	0.07	0.66	0.12	0.69	2.04	0.20	1.67
50th-Percentile Queue Length [ft/ln]	57.35	15.17	1.78	16.55	2.91	17.25	51.12	4.95	41.79
95th-Percentile Queue Length [veh/ln]	4.13	1.09	0.13	1.19	0.21	1.24	3.68	0.36	3.01
95th-Percentile Queue Length [ft/ln]	103.22	27.31	3.21	29.78	5.23	31.04	92.01	8.91	75.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.78	9.08	9.08	11.46	9.16	9.16	9.03	15.00	19.28	8.89	16.06	16.06
Movement LOS	B	A	A	B	A	A	A	B	B	A	B	B
d_A, Approach Delay [s/veh]	13.75			9.35			17.39			14.86		
Approach LOS	B			A			B			B		
d_I, Intersection Delay [s/veh]	14.49											
Intersection LOS	B											
Intersection V/C	0.577											

Emissions

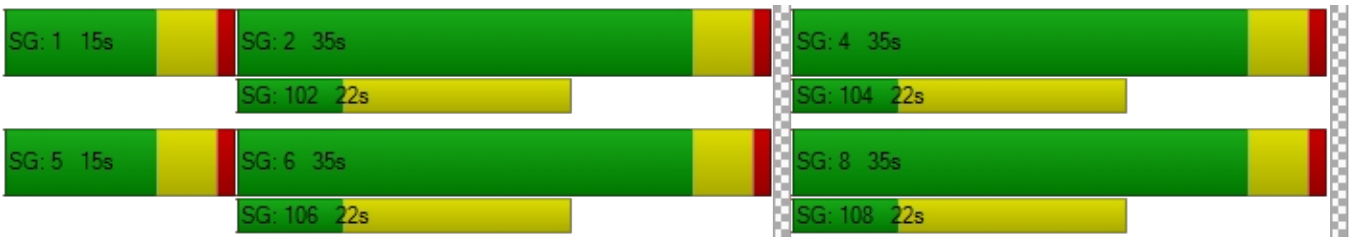
Vehicle Miles Traveled [mph]	13.31	5.81	2.56	28.72	40.17	151.41	367.72	2.37	11.78
Stops [stops/h]	181.55	48.03	5.64	52.39	9.20	54.60	161.84	15.67	132.30
Fuel consumption [US gal/h]	3.71	1.05	0.19	1.91	1.54	6.17	15.55	0.36	2.78
CO [g/h]	259.05	73.12	13.15	133.39	107.58	431.15	1086.99	24.98	194.40
NOx [g/h]	50.40	14.23	2.56	25.95	20.93	83.89	211.49	4.86	37.82
VOC [g/h]	60.04	16.95	3.05	30.91	24.93	99.92	251.92	5.79	45.05

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	13.07	13.07	13.07	13.07
l_p,int, Pedestrian LOS Score for Intersectio	2.321	2.054	2.867	2.127
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1319	1319	1319	1319
d_b, Bicycle Delay [s]	2.64	2.64	2.64	2.64
l_b,int, Bicycle LOS Score for Intersection	2.292	1.822	2.157	2.003
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Burgess Rd / Day Rd-Pine Forest Dr

Control Type:	Two-way stop	Delay (sec / veh):	28.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

Intersection Setup

Name	Pine Forest Dr			Day Rd			Burgess Rd			Burgess Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	110.00	100.00	100.00	250.00	100.00	100.00	230.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pine Forest Dr			Day Rd			Burgess Rd			Burgess Rd		
Base Volume Input [veh/h]	25	27	46	135	36	25	31	91	4	83	153	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	0.00	5.00	5.00	6.00	8.00	7.00	5.00	25.00	4.00	3.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	1	1	0	0	1	0	1
Total Hourly Volume [veh/h]	25	27	46	135	36	26	32	91	4	84	153	197
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	7	12	36	10	7	9	24	1	23	41	53
Total Analysis Volume [veh/h]	27	29	49	145	39	28	34	98	4	90	165	212
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.09	0.05	0.49	0.11	0.04	0.03	0.00	0.00	0.06	0.00	0.00
d_M, Delay for Movement [s/veh]	18.45	17.23	9.88	28.28	16.23	11.09	8.21	0.00	0.00	7.59	0.00	0.00
Movement LOS	C	C	A	D	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.30	0.49	0.49	2.54	0.50	0.50	0.09	0.00	0.00	0.19	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.50	12.27	12.27	63.44	12.56	12.56	2.27	0.00	0.00	4.86	0.00	0.00
d_A, Approach Delay [s/veh]	14.11			23.79			2.05			1.46		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	8.14											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 3: Huntington Rd / Findley Dr

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Huntington Rd		Huntington Road		Findley Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Huntington Rd		Huntington Road		Findley Dr	
Base Volume Input [veh/h]	378	9	18	342	7	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	11.00	0.00	7.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	1	0	0	0	0	0
Total Hourly Volume [veh/h]	379	9	18	342	7	14
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	3	5	97	2	4
Total Analysis Volume [veh/h]	431	10	20	389	8	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.03	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	8.21	0.00	16.69	11.34
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.16	0.16
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.84	0.84	4.05	4.05
d_A, Approach Delay [s/veh]	0.00		0.40		13.12	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.55					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: Huntington Rd / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Huntington Road			Huntington Rd			Private Driveway			Site Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Huntington Road			Huntington Rd			Private Driveway			Site Driveway		
Base Volume Input [veh/h]	3	393	0	0	349	3	0	0	8	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	0.00	0.00	8.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	1	0	0	1	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	394	0	0	350	3	0	0	8	0	0	0
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	113	0	0	101	1	0	0	2	0	0	0
Total Analysis Volume [veh/h]	3	453	0	0	402	3	0	0	9	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.09	0.00	0.00	8.22	0.00	0.00	18.11	17.33	10.60	18.30	17.28	10.89
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.00	0.00	0.00	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.13	0.13	0.13	0.00	0.00	0.00	1.05	1.05	1.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.05			0.00			10.60			15.49		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	0.14											
Intersection LOS	B											

APPENDIX E – YEAR 2026 TOTAL CONDITIONS INTERSECTION ANALYSIS WORKSHEETS

Huntington Rd Fuel TIA

Vistro File: H:\...\30377_Huntington_TIA.vistro
Report File: H:\...\Total PM 2026.pdf

Scenario 4 2026 Total PM
9/30/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Burgess Rd / Huntington Rd	Signalized	HCM 7th Edition	EB Right	0.640	16.1	B
2	Burgess Rd / Day Rd-Pine Forest Dr	Two-way stop	HCM 7th Edition	SB Left	0.542	31.9	D
3	Huntington Rd / Findley Dr	Two-way stop	HCM 7th Edition	WB Left	0.026	17.1	C
4	Huntington Rd / Site Access	Two-way stop	HCM 7th Edition	WB Left	0.131	25.6	D
5	Burgess Rd / Site Access	Two-way stop	HCM 7th Edition	NB Right	0.017	9.1	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Burgess Rd / Huntington Rd

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

Intersection Setup

Name	Huntington Rd			Huntington Rd			Burgess Rd			Burgess Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	90.00	100.00	100.00	150.00	100.00	190.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Huntington Rd			Huntington Rd			Burgess Rd			Burgess Rd		
Base Volume Input [veh/h]	332	84	43	12	96	41	24	104	217	84	149	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	8.00	10.00	0.00	10.00	3.00	4.00	3.00	6.00	5.00	4.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	332	84	43	12	96	41	24	104	217	84	149	19
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	23	12	3	26	11	7	29	60	23	41	5
Total Analysis Volume [veh/h]	365	92	47	13	105	45	26	114	238	92	164	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			1			0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	10	30	0	10	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	5	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	15	0	10	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	0	14	0	0	14	0	9	14	0	14	14	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	0	8	0	0	8	0	6	10	0	6	10	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	52	52	52	52	52	52	52	52	52
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	0.00	3.00	3.00	0.00	3.00
g_i, Effective Green Time [s]	22	22	22	22	20	10	10	20	13
g / C, Green / Cycle	0.43	0.43	0.43	0.43	0.38	0.20	0.20	0.38	0.25
(v / s)_i Volume / Saturation Flow Rate	0.30	0.08	0.01	0.09	0.02	0.06	0.15	0.07	0.10
s, saturation flow rate [veh/h]	1227	1666	1270	1650	1320	1855	1538	1278	1799
c, Capacity [veh/h]	542	712	563	705	608	371	308	640	447
d1, Uniform Delay [s]	16.67	9.31	11.65	9.39	10.33	17.75	19.71	10.62	16.38
k, delay calibration	0.04	0.04	0.04	0.04	0.11	0.11	0.11	0.04	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.55	0.05	0.01	0.06	0.03	0.46	4.16	0.04	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.20	0.02	0.21	0.04	0.31	0.77	0.14	0.41
d, Delay for Lane Group [s/veh]	17.21	9.36	11.66	9.45	10.36	18.22	23.87	10.66	16.99
Lane Group LOS	B	A	B	A	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.27	0.73	0.08	0.79	0.15	1.02	2.61	0.53	1.59
50th-Percentile Queue Length [ft/ln]	81.79	18.15	2.02	19.75	3.69	25.55	65.34	13.30	39.63
95th-Percentile Queue Length [veh/ln]	5.89	1.31	0.15	1.42	0.27	1.84	4.70	0.96	2.85
95th-Percentile Queue Length [ft/ln]	147.23	32.67	3.63	35.55	6.64	46.00	117.61	23.94	71.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.21	9.36	9.36	11.66	9.45	9.45	10.36	18.22	23.87	10.66	16.99	16.99
Movement LOS	B	A	A	B	A	A	B	B	C	B	B	B
d_A, Approach Delay [s/veh]	15.05			9.62			21.23			14.89		
Approach LOS	B			A			C			B		
d_I, Intersection Delay [s/veh]	16.11											
Intersection LOS	B											
Intersection V/C	0.640											

Emissions

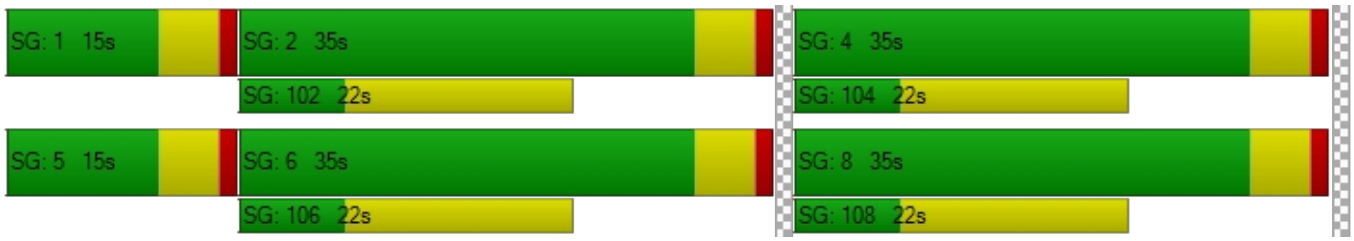
Vehicle Miles Traveled [mph]	15.72	5.99	2.56	29.51	40.17	176.13	367.72	4.84	9.73
Stops [stops/h]	225.92	50.12	5.57	54.55	10.19	70.58	180.47	36.74	109.45
Fuel consumption [US gal/h]	4.63	1.09	0.19	1.98	1.56	7.34	16.00	0.82	2.33
CO [g/h]	323.38	76.42	13.12	138.28	108.93	512.90	1118.70	57.47	163.16
NOx [g/h]	62.92	14.87	2.55	26.90	21.19	99.79	217.66	11.18	31.75
VOC [g/h]	74.95	17.71	3.04	32.05	25.25	118.87	259.27	13.32	37.82

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	16.23	16.23	16.23	16.23
l_p,int, Pedestrian LOS Score for Intersectio	2.398	2.067	2.967	2.148
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1151	1151	1151	1151
d_b, Bicycle Delay [s]	4.70	4.70	4.70	4.70
l_b,int, Bicycle LOS Score for Intersection	2.391	1.829	2.183	2.017
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Burgess Rd / Day Rd-Pine Forest Dr

Control Type:	Two-way stop	Delay (sec / veh):	31.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Pine Forest Dr			Day Rd			Burgess Rd			Burgess Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	110.00	100.00	100.00	250.00	100.00	100.00	230.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pine Forest Dr			Day Rd			Burgess Rd			Burgess Rd		
Base Volume Input [veh/h]	25	27	49	142	36	25	31	96	4	86	158	203
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	0.00	5.00	5.00	6.00	8.00	7.00	5.00	25.00	4.00	3.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	1	1	0	0	1	0	1
Total Hourly Volume [veh/h]	25	27	49	142	36	26	32	96	4	87	158	204
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	7	13	38	10	7	9	26	1	23	42	55
Total Analysis Volume [veh/h]	27	29	53	153	39	28	34	103	4	94	170	219
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.09	0.06	0.54	0.11	0.04	0.03	0.00	0.00	0.06	0.00	0.00
d_M, Delay for Movement [s/veh]	19.06	17.73	9.98	31.87	16.63	11.22	8.25	0.00	0.00	7.61	0.00	0.00
Movement LOS	C	C	A	D	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.31	0.52	0.52	2.99	0.52	0.52	0.09	0.00	0.00	0.20	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.84	13.07	13.07	74.87	12.95	12.95	2.30	0.00	0.00	5.11	0.00	0.00
d_A, Approach Delay [s/veh]	14.29			26.54			1.99			1.48		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	8.81											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 3: Huntington Rd / Findley Dr

Control Type:	Two-way stop	Delay (sec / veh):	17.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Huntington Rd		Huntington Road		Findley Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Huntington Rd		Huntington Road		Findley Dr	
Base Volume Input [veh/h]	387	9	19	352	7	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	11.00	0.00	7.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	1	0	0	0	0	0
Total Hourly Volume [veh/h]	388	9	19	352	7	15
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	110	3	5	100	2	4
Total Analysis Volume [veh/h]	441	10	22	400	8	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.03	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	8.24	0.00	17.14	11.45
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.04	0.17	0.17
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.93	0.93	4.29	4.29
d_A, Approach Delay [s/veh]	0.00		0.43		13.27	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: Huntington Rd / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	25.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Huntington Road			Huntington Rd			Private Driveway			Site Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Huntington Road			Huntington Rd			Private Driveway			Site Driveway		
Base Volume Input [veh/h]	3	340	63	60	336	3	0	0	8	24	0	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	0.00	0.00	8.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	1	0	0	1	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	341	63	60	337	3	0	0	8	24	0	108
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	98	18	17	97	1	0	0	2	7	0	31
Total Analysis Volume [veh/h]	3	392	72	69	387	3	0	0	9	28	0	124
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.01	0.13	0.00	0.20
d_M, Delay for Movement [s/veh]	8.06	0.00	0.00	8.33	0.00	0.00	27.68	21.01	10.50	25.56	23.94	14.43
Movement LOS	A	A	A	A	A	A	D	C	B	D	C	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.12	0.12	0.12	0.04	0.04	0.04	1.41	1.41	1.41
95th-Percentile Queue Length [ft/ln]	0.13	0.13	0.13	2.99	2.99	2.99	1.03	1.03	1.03	35.24	35.24	35.24
d_A, Approach Delay [s/veh]	0.05			1.25			10.50			16.48		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	2.94											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 5: Burgess Rd / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	Gas Station Dwy		Burgess Rd		Burgess Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Gas Station Dwy		Burgess Rd		Burgess Rd	
Base Volume Input [veh/h]	0	15	136	23	0	252
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	15	136	23	0	252
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	34	6	0	63
Total Analysis Volume [veh/h]	0	15	136	23	0	252
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.07	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.27	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.07		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

APPENDIX F – YEAR 2031 TOTAL CONDITIONS INTERSECTION ANALYSIS WORKSHEETS

Huntington Rd Fuel TIA

Vistro File: H:\...\30377_Huntington_TIA.vistro
Report File: H:\...\Total PM 2031.pdf

Scenario 5 2031 Total PM
9/30/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Burgess Rd / Huntington Rd	Signalized	HCM 7th Edition	EB Right	0.681	17.9	B
2	Burgess Rd / Day Rd-Pine Forest Dr	Two-way stop	HCM 7th Edition	SB Left	0.689	47.1	E
3	Huntington Rd / Findley Dr	Two-way stop	HCM 7th Edition	WB Left	0.033	18.9	C
4	Huntington Rd / Site Access	Two-way stop	HCM 7th Edition	WB Left	0.152	29.3	D
5	Burgess Rd / Site Access	Two-way stop	HCM 7th Edition	NB Right	0.017	9.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Burgess Rd / Huntington Rd

Control Type:	Signalized	Delay (sec / veh):	17.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Huntington Rd			Huntington Rd			Burgess Rd			Burgess Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	90.00	100.00	100.00	150.00	100.00	190.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Huntington Rd			Huntington Rd			Burgess Rd			Burgess Rd		
Base Volume Input [veh/h]	361	92	47	14	105	45	26	114	240	88	168	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	8.00	10.00	0.00	10.00	3.00	4.00	3.00	6.00	5.00	4.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	361	92	47	14	105	45	26	114	240	88	168	21
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	99	25	13	4	29	12	7	31	66	24	46	6
Total Analysis Volume [veh/h]	397	101	52	15	115	49	29	125	264	97	185	23
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			1			0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	10	30	0	10	30	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	5	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	15	0	10	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	0	14	0	0	14	0	9	14	0	14	14	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	0	8	0	0	8	0	6	10	0	6	10	0
Vehicle Extension [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	58	58	58	58	58	58	58	58	58
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	0.00	3.00	3.00	0.00	3.00
g_i, Effective Green Time [s]	26	26	26	26	22	13	13	22	15
g / C, Green / Cycle	0.45	0.45	0.45	0.45	0.38	0.21	0.21	0.38	0.26
(v / s)_i Volume / Saturation Flow Rate	0.33	0.09	0.01	0.10	0.02	0.07	0.17	0.08	0.12
s, saturation flow rate [veh/h]	1212	1666	1254	1651	1296	1855	1538	1238	1800
c, Capacity [veh/h]	553	743	574	736	569	400	331	604	465
d1, Uniform Delay [s]	18.11	9.88	12.13	9.96	11.60	19.30	21.73	11.89	18.19
k, delay calibration	0.11	0.04	0.04	0.04	0.11	0.11	0.11	0.04	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.87	0.05	0.01	0.06	0.04	0.44	4.39	0.05	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.21	0.03	0.22	0.05	0.31	0.80	0.16	0.45
d, Delay for Lane Group [s/veh]	19.98	9.93	12.14	10.02	11.64	19.75	26.12	11.94	18.87
Lane Group LOS	B	A	B	B	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	4.36	0.92	0.10	1.00	0.20	1.28	3.33	0.67	2.08
50th-Percentile Queue Length [ft/ln]	108.96	23.04	2.61	24.91	4.91	32.00	83.27	16.80	52.09
95th-Percentile Queue Length [veh/ln]	7.78	1.66	0.19	1.79	0.35	2.30	6.00	1.21	3.75
95th-Percentile Queue Length [ft/ln]	194.55	41.47	4.70	44.84	8.84	57.60	149.88	30.25	93.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.98	9.93	9.93	12.14	10.02	10.02	11.64	19.75	26.12	11.94	18.87	18.87
Movement LOS	B	A	A	B	B	B	B	B	C	B	B	B
d_A, Approach Delay [s/veh]	17.18			10.19			23.21			16.67		
Approach LOS	B			B			C			B		
d_I, Intersection Delay [s/veh]	17.95											
Intersection LOS	B											
Intersection V/C	0.681											

Emissions

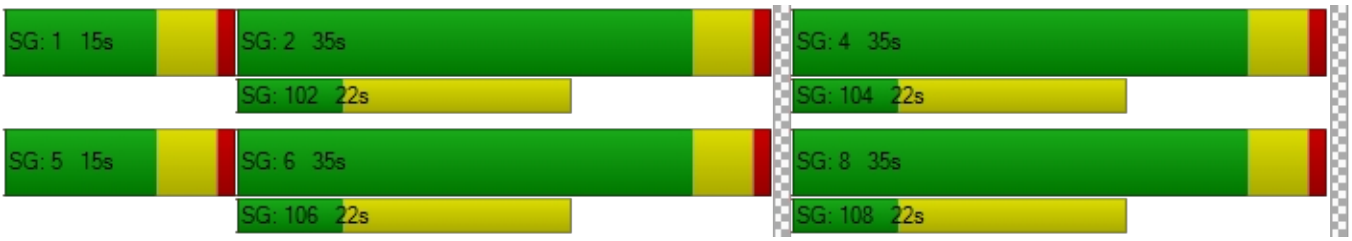
Vehicle Miles Traveled [mph]	17.07	6.58	2.95	32.27	44.81	193.13	407.89	5.10	10.94
Stops [stops/h]	268.54	56.79	6.44	61.39	12.11	78.87	205.22	41.42	128.38
Fuel consumption [US gal/h]	5.54	1.24	0.22	2.20	1.76	8.10	17.94	0.93	2.77
CO [g/h]	387.13	86.73	15.26	154.03	122.68	566.40	1253.75	64.70	193.62
NOx [g/h]	75.32	16.87	2.97	29.97	23.87	110.20	243.93	12.59	37.67
VOC [g/h]	89.72	20.10	3.54	35.70	28.43	131.27	290.57	14.99	44.87

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	19.25	19.25	19.25	19.25
l_p,int, Pedestrian LOS Score for Intersectio	2.451	2.090	3.055	2.180
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1027	1027	1027	1027
d_b, Bicycle Delay [s]	6.92	6.92	6.92	6.92
l_b,int, Bicycle LOS Score for Intersection	2.467	1.855	2.249	2.063
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Burgess Rd / Day Rd-Pine Forest Dr

Control Type:	Two-way stop	Delay (sec / veh):	47.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

Intersection Setup

Name	Pine Forest Dr			Day Rd			Burgess Rd			Burgess Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	110.00	100.00	100.00	250.00	100.00	100.00	230.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pine Forest Dr			Day Rd			Burgess Rd			Burgess Rd		
Base Volume Input [veh/h]	28	30	54	156	40	28	34	105	5	95	174	223
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	0.00	5.00	5.00	6.00	8.00	7.00	5.00	25.00	4.00	3.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	1	1	0	0	1	0	1
Total Hourly Volume [veh/h]	28	30	54	156	40	29	35	105	5	96	174	224
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	8	15	42	11	8	9	28	1	26	47	60
Total Analysis Volume [veh/h]	30	32	58	168	43	31	38	113	5	103	187	241
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.12	0.06	0.69	0.14	0.04	0.03	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	21.80	19.48	10.40	47.07	18.17	11.88	8.37	0.00	0.00	7.66	0.00	0.00
Movement LOS	C	C	B	E	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.41	0.64	0.64	4.50	0.64	0.64	0.11	0.00	0.00	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.35	16.00	16.00	112.52	16.02	16.02	2.67	0.00	0.00	5.69	0.00	0.00
d_A, Approach Delay [s/veh]	15.67			37.42			2.04			1.49		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	11.48											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 3: Huntington Rd / Findley Dr

Control Type:	Two-way stop	Delay (sec / veh):	18.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Huntington Rd		Huntington Road		Findley Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Huntington Rd		Huntington Road		Findley Dr	
Base Volume Input [veh/h]	426	10	21	388	8	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	11.00	0.00	7.00	0.00	8.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	1	0	0	0	0	0
Total Hourly Volume [veh/h]	427	10	21	388	8	16
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	3	6	110	2	5
Total Analysis Volume [veh/h]	485	11	24	441	9	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.03	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	8.37	0.00	18.87	11.96
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.04	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.01	1.01	5.19	5.19
d_A, Approach Delay [s/veh]	0.00		0.43		14.26	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.59					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: Huntington Rd / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	29.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.152

Intersection Setup

Name	Huntington Road			Huntington Rd			Private Driveway			Site Driveway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Huntington Road			Huntington Rd			Private Driveway			Site Driveway		
Base Volume Input [veh/h]	3	381	63	60	372	3	0	0	9	24	0	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	5.00	0.00	0.00	8.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	1	0	0	1	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	382	63	60	373	3	0	0	9	24	0	108
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	110	18	17	107	1	0	0	3	7	0	31
Total Analysis Volume [veh/h]	3	439	72	69	429	3	0	0	10	28	0	124
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.02	0.15	0.00	0.21
d_M, Delay for Movement [s/veh]	8.17	0.00	0.00	8.46	0.00	0.00	31.67	23.19	10.82	29.28	27.02	15.81
Movement LOS	A	A	A	A	A	A	D	C	B	D	D	C
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.12	0.12	0.12	0.05	0.05	0.05	1.62	1.62	1.62
95th-Percentile Queue Length [ft/ln]	0.13	0.13	0.13	2.99	2.99	2.99	1.21	1.21	1.21	40.39	40.39	40.39
d_A, Approach Delay [s/veh]	0.05			1.17			10.82			18.29		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	2.97											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 5: Burgess Rd / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	Site Driveway		Burgess Rd		Burgess Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Site Driveway		Burgess Rd		Burgess Road	
Base Volume Input [veh/h]	0	15	152	23	0	277
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	15	152	23	0	277
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	38	6	0	69
Total Analysis Volume [veh/h]	0	15	152	23	0	277
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.16	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.30	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.16		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	A					

APPENDIX G – INTERSECTION MITIGATION ANALYSIS WORKSHEETS

Huntington Rd Fuel TIA

Vistro File: H:\...\30377_Huntington_TIA.vistro
Report File: H:\...\Total PM 2031 - Mitigation Signal.pdf

Scenario 6 2031 Total PM - Mitigation Signal
9/30/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Burgess Rd / Huntington Rd	Signalized	HCM 7th Edition	SB Thru	0.710	17.4	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Burgess Rd / Huntington Rd

Control Type:	Signalized	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	Huntington Rd			Huntington Rd			Burgess Rd			Burgess Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	90.00	100.00	100.00	150.00	100.00	190.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Huntington Rd			Huntington Rd			Burgess Rd			Burgess Rd		
Base Volume Input [veh/h]	361	92	47	14	105	45	26	114	240	88	168	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	8.00	10.00	0.00	10.00	3.00	4.00	3.00	6.00	5.00	4.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	361	92	47	14	105	45	26	114	240	88	168	21
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	99	25	13	4	29	12	7	31	66	24	46	6
Total Analysis Volume [veh/h]	397	101	52	15	115	49	29	125	264	97	185	23
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			1			0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	*Free Running*
Actuation Type	*Fully actuated*
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	30	20	0	30	20	0	10	30	0	10	30	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	5	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	15	0	10	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	3.0	0.0	2.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	9	14	0	14	14	0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	10	6	0	10	6	0	6	10	0	6	10	0
Vehicle Extension [s]	3.0	2.0	0.0	3.0	2.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C
C, Cycle Length [s]	54	54	54	54	54	54	54	54	54
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.00	0.00	3.00	0.00	3.00	3.00	0.00	3.00
g_i, Effective Green Time [s]	23	17	23	7	21	12	12	21	14
g / C, Green / Cycle	0.42	0.31	0.42	0.13	0.40	0.22	0.22	0.40	0.26
(v / s)_i Volume / Saturation Flow Rate	0.26	0.09	0.01	0.10	0.02	0.07	0.17	0.08	0.12
s, saturation flow rate [veh/h]	1553	1666	1352	1649	1298	1855	1538	1243	1800
c, Capacity [veh/h]	735	516	683	207	600	404	335	634	475
d1, Uniform Delay [s]	12.14	14.27	9.32	23.11	10.38	17.85	20.10	10.64	16.69
k, delay calibration	0.11	0.04	0.04	0.04	0.11	0.11	0.11	0.04	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.62	0.12	0.00	2.56	0.03	0.43	4.11	0.04	0.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.30	0.02	0.79	0.05	0.31	0.79	0.15	0.44
d, Delay for Lane Group [s/veh]	12.76	14.39	9.33	25.67	10.42	18.28	24.21	10.68	17.33
Lane Group LOS	B	B	A	C	B	B	C	B	B
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.78	1.17	0.08	1.90	0.17	1.15	3.01	0.58	1.86
50th-Percentile Queue Length [ft/ln]	69.38	29.28	1.98	47.53	4.24	28.81	75.20	14.47	46.47
95th-Percentile Queue Length [veh/ln]	5.00	2.11	0.14	3.42	0.31	2.07	5.41	1.04	3.35
95th-Percentile Queue Length [ft/ln]	124.88	52.70	3.56	85.56	7.63	51.85	135.36	26.04	83.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.76	14.39	14.39	9.33	25.67	25.67	10.42	18.28	24.21	10.68	17.33	17.33
Movement LOS	B	B	B	A	C	C	B	B	C	B	B	B
d_A, Approach Delay [s/veh]	13.21			24.30			21.48			15.21		
Approach LOS	B			C			C			B		
d_I, Intersection Delay [s/veh]	17.38											
Intersection LOS	B											
Intersection V/C	0.710											

Emissions

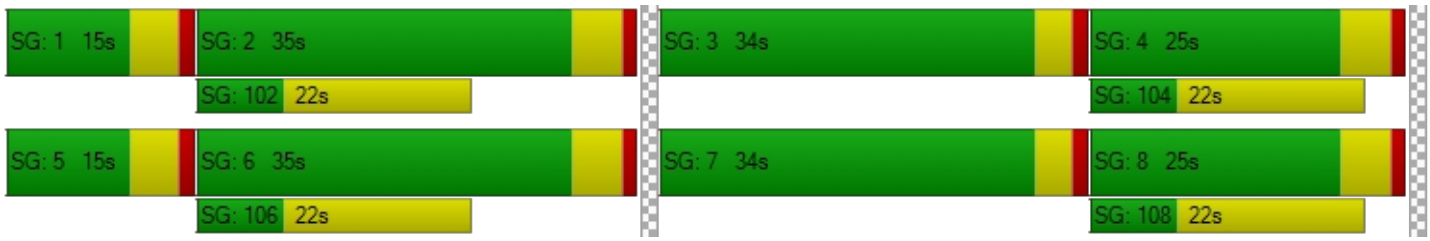
Vehicle Miles Traveled [mph]	17.07	6.58	2.95	32.27	44.81	193.13	407.89	5.10	10.94
Stops [stops/h]	183.94	77.63	5.25	126.02	11.24	76.38	199.37	38.36	123.21
Fuel consumption [US gal/h]	3.90	1.64	0.19	3.53	1.74	8.03	17.76	0.86	2.64
CO [g/h]	272.81	114.55	13.62	246.73	121.42	561.63	1241.48	60.30	184.56
NOx [g/h]	53.08	22.29	2.65	48.00	23.62	109.27	241.55	11.73	35.91
VOC [g/h]	63.23	26.55	3.16	57.18	28.14	130.16	287.73	13.98	42.77

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	17.27	17.27	17.27	17.27
l_p,int, Pedestrian LOS Score for Intersectio	2.447	2.086	2.578	2.161
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	736	736	1105	1105
d_b, Bicycle Delay [s]	10.84	10.84	5.44	5.44
l_b,int, Bicycle LOS Score for Intersection	2.467	1.855	2.249	2.063
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Huntington Rd Fuel TIA

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Scenario 7 2031 Total PM - Mitigation Roundabout
Report File: H:\...\Total PM 2031 - Mitigation Roundabout.pdf
9/30/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Burgess Rd / Huntington Rd	Roundabout	HCM 7th Edition	WB Thru		8.9	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Burgess Rd / Huntington Rd

Control Type:	Roundabout	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Huntington Rd			Huntington Rd			Burgess Rd			Burgess Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Huntington Rd			Huntington Rd			Burgess Rd			Burgess Rd		
Base Volume Input [veh/h]	361	92	47	14	105	45	26	114	240	88	168	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	8.00	10.00	0.00	10.00	3.00	4.00	3.00	6.00	5.00	4.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	361	92	47	14	105	45	26	114	240	88	168	21
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	99	25	13	4	29	12	7	31	66	24	46	6
Total Analysis Volume [veh/h]	397	101	52	15	115	49	29	125	264	97	185	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	174			703			243			548		
Exiting Flow Rate [veh/h]	508			164			652			201		
Demand Flow Rate [veh/h]	361	92	47	14	105	45	26	114	240	88	168	21
Adjusted Demand Flow Rate [veh/h]	397	101	52	15	115	49	29	125	264	97	185	23

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	0.96	0.93	0.95	0.96
Entry Flow Rate [veh/h]	575	192	439	319
Capacity of Entry and Bypass Lanes [veh/h]	1156	674	1077	789
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1106	629	1026	756
X, volume / capacity	0.50	0.28	0.41	0.40

Movement, Approach, & Intersection Results

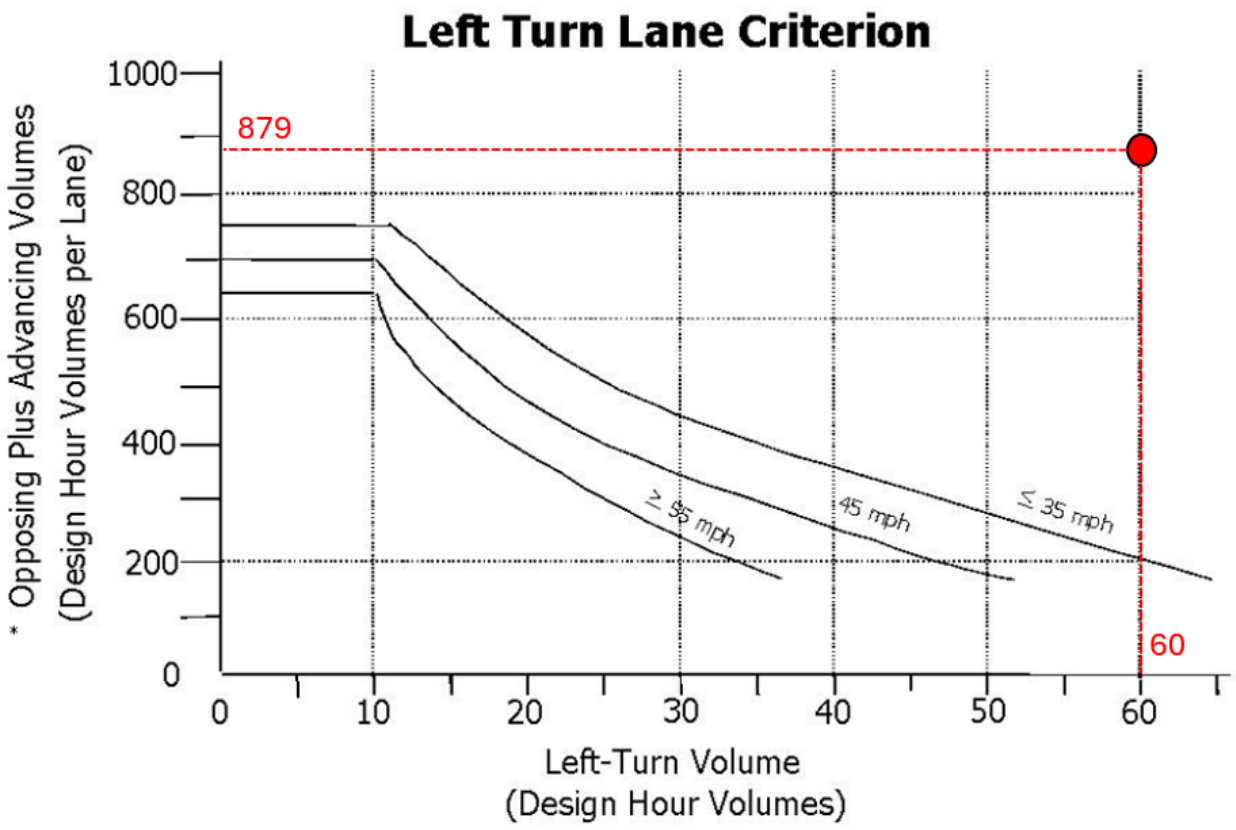
Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	2.85	1.17	2.01	1.96
95th-Percentile Queue Length [ft]	71.30	29.23	50.24	49.09
Approach Delay [s/veh]	8.92	9.41	7.94	9.98
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.92			
Intersection LOS	A			

APPENDIX H – TURN LANE WARRANT ANALYSIS WORKSHEETS

Turn Lane Volume Criteria

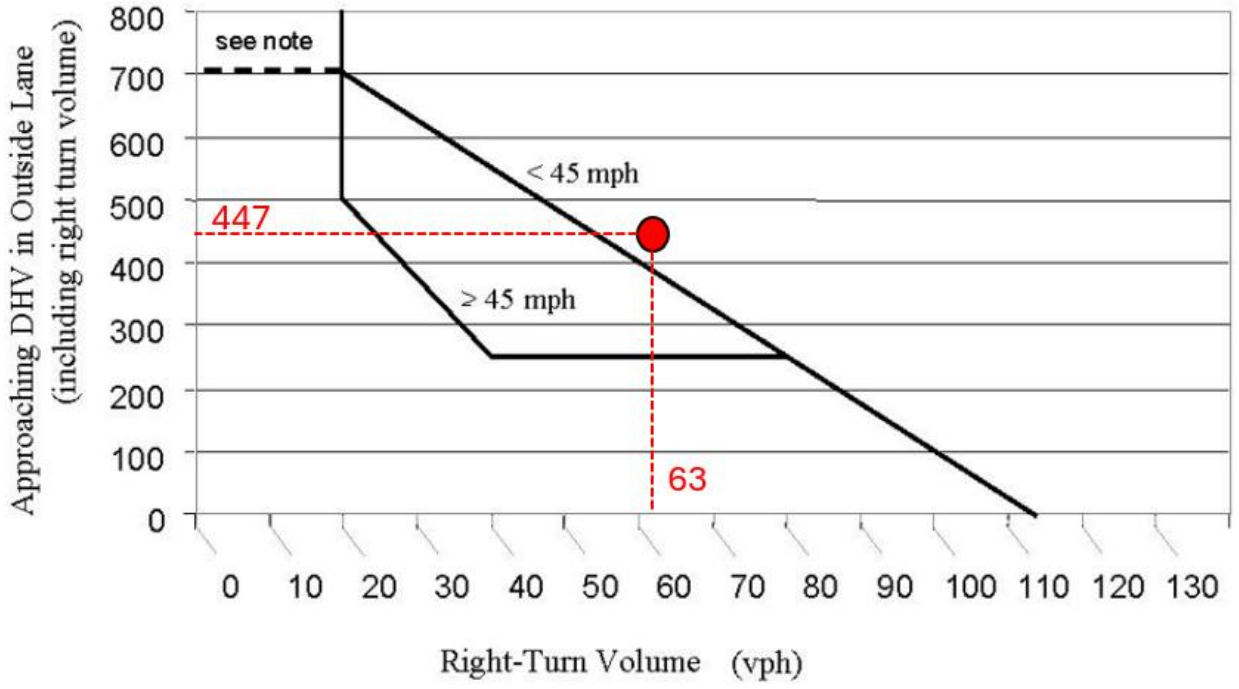
These turn lane criteria analyses are performed according to Chapter 12.2 of the ODOT *Analysis Procedures Manual* (*APM*). The volumes used are projected under the 2031 buildout scenario.

Huntington Road / Site Access – Southbound Left

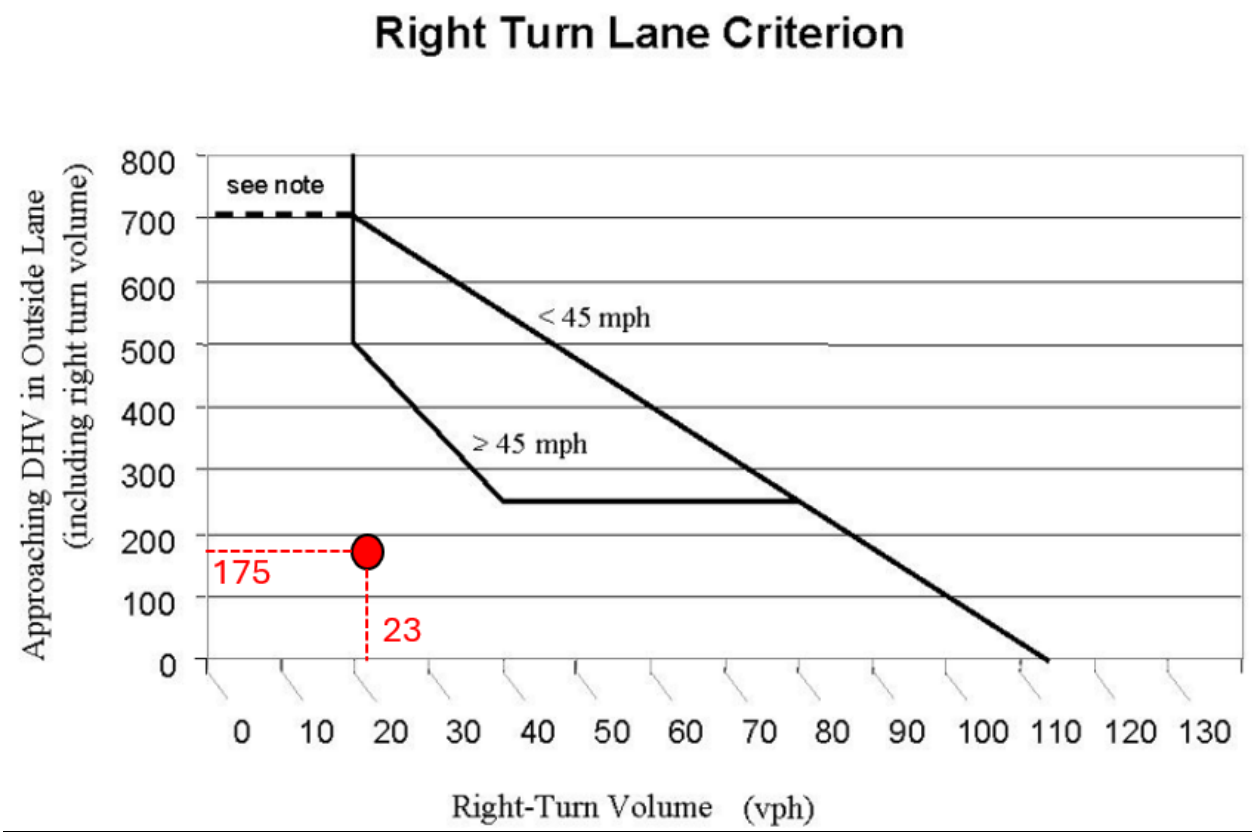


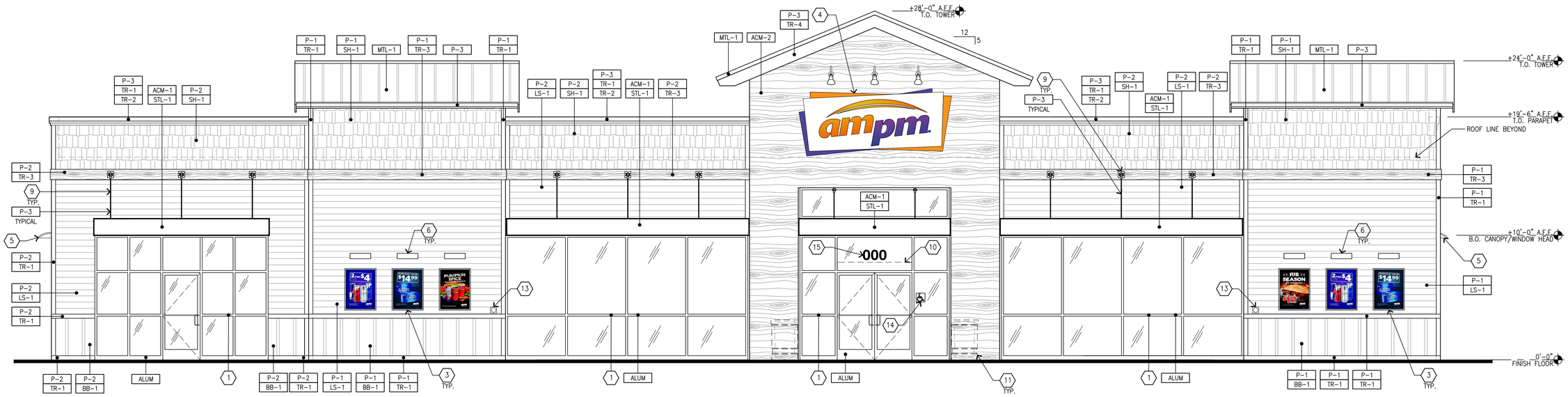
Huntington Road / Site Access – Northbound Right

Right Turn Lane Criterion

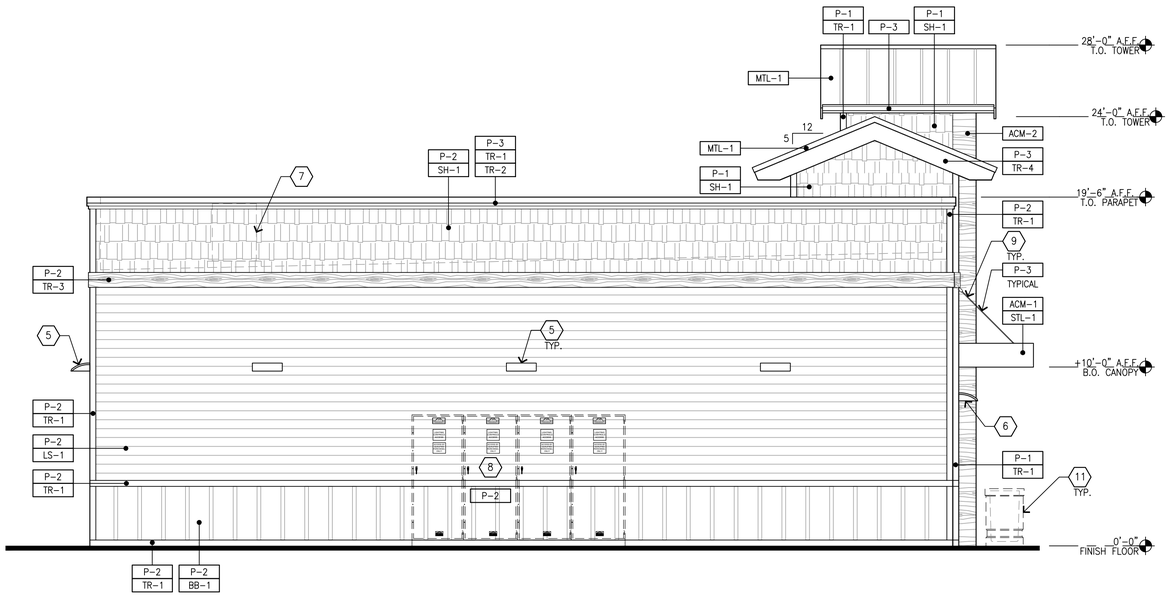


Burgess Road / Site Access – Eastbound Right





01 – **NORTH ELEVATION**
SCALE: 1/4"=1'-0"



02 – **EAST ELEVATION**
SCALE: 1/4"=1'-0"

KEYED NOTES

1. ALUMINUM ENTRANCE AND STOREFRONT SYSTEM, REFER TO SHEET A5.1 FOR SPECIFICATION
2. OVERFLOW DRAIN W/ BRONZE COW TONGUE, TERMINATE 9" A.F.F.
3. WALL POSTER
4. LARGE INTERNALLY ILLUMINATED SURFACE MOUNTED WALL SIGN
5. WALL MOUNTED LED FIXTURE
6. WALL MOUNTED SIGN LIGHTING
7. ROOFTOP EQUIPMENT BEYOND
8. MAIN SWITCHGEAR
9. AWNING ROD AND CLEVIS. REFER TO SHEET A1.4 AND STRUCTURAL PLANS FOR DETAILS
10. AIR CURTAIN BEYOND, REFER TO SHEET A2.3 AND MECHANICAL PLANS
11. EXPOSED AGGREGATE ROUND CEMENT TRASH RECEPTACLE, REFER TO SHEET Q2.1 FOR SPECIFICATION
12. PORTABLE PROPANE TANK DISPLAY, REFER TO SHEET Q2.1 FOR SPECIFICATION
13. EMERGENCY SHUT OFF SWITCH, VERIFY LOCATION PRIOR TO INSTALLATION. REFER TO ELECTRICAL SHEETS FOR SPECIFICATIONS
14. 6"x6" MIN. ISA SIGN AT ACCESSIBLE ENTRANCES MOUNTED 60" A.F.F. TO CENTERLINE
15. 10" HIGH BLACK VINYL ARABIC ADDRESS NUMBERS APPLIED TO WINDOW CENTERED ABOVE STOREFRONT ENTRY AT 8' ABOVE FINISH GRADE

COLOR LEGEND

P-1	BENJAMIN MOORE, 1077 "GREAT PLAINS GOLD", SATIN FINISH
P-2	BENJAMIN MOORE, 1030 "BRANDY CREAM", SATIN FINISH
P-3	BENJAMIN MOORE, 2121-30 "PEWTER", HIGH GLOSS FINISH

MATERIAL LEGEND

ACM-1	ALUMINUM COMPOSITE MATERIAL, PANTONE PMS 166c, "ORANGE"
ACM-2	ALUMINUM COMPOSITE MATERIAL, ALUCOBOND, "RUSTIC WALNUT"
LS-1	LAP SIDING – JAMES HARDIE FIBER BOARD HARDIE ARTISAN LAP SIDING, SMOOTH 7.25" WIDTH, 6" EXPOSURE
SH-1	SHINGLE SIDING –JAMES HARDIE CEMENT FIBER BOARD HARDIE SHINGLE, STAGGERED EDGE PANEL, 6" EXPOSURE
TR-1	TRIM – JAMES HARDIE CEMENT FIBER BOARD HARDIE TRIM BOARD, RUSTIC GRAIN, 5/4"x4"
TR-2	TRIM – JAMES HARDIE CEMENT FIBER BOARD HARDIE TRIM BOARD, RUSTIC GRAIN, 5/4"x6"
TR-3	TRIM – JAMES HARDIE CEMENT FIBER BOARD HARDIE TRIM BOARD, RUSTIC GRAIN, 5/4"x8"
TR-4	TRIM – JAMES HARDIE CEMENT FIBER BOARD HARDIE TRIM BOARD, RUSTIC GRAIN, 5/4"x12"
ALUM	CLEAR ANODIZED ALUMINUM
STL-1	STEEL AWNING
RF-1	TPO ROOFING MEMBRANE
MTL-1	STANDING SEAM METAL, "OLD TOWN GRAY"
BB-1	BATTEN AND BOARD WAINSCOT – JAMES HARDIE CEMENT FIBER BOARD HARDIE PANEL VERTICAL SIDING, SMOOTH, BOARD PORTION HARDIE TRIM, SMOOTH, 1"X3"X12'. BATTEN PORTION, SPACED 16" O.C, PROVIDE EVEN SPACES AT EACH END

CLIENT:

bp

ARCO
BP WEST COAST PRODUCTS, LLC

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Consulting Engineers, Inc.

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Kent, WA 98032
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SEAL:

Not for Construction

DEVELOPMENT INFORMATION:

ARCO NTI
4300 SF C-STORE
FUEL CANOPY w/6 MPD's
MULTI-BAY CAR WASH
1000 SF QSR

SITE ADDRESS:

SEC BURGESS RD
@ HUNTINGTON ROAD
LA PINE, OREGON

FACILITY #TBD

DESIGNED BY: JDF	ALLIANCE Z&DM:
CHECKED BY: ADW	BP REPM:
DRAWN BY: JDF	ALLIANCE PM:
VERSION: 9/23/2024	PROJECT NO: 23409

DRAWING TITLE:

EXTERIOR ELEVATIONS

SHEET NO:

A2.1

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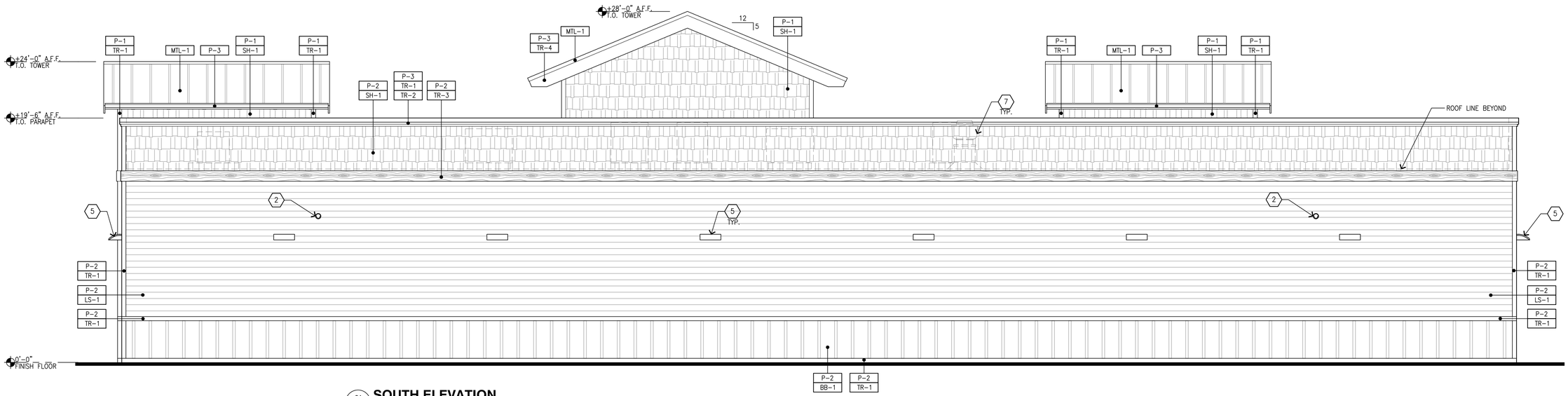

01 – **SOUTH ELEVATION**
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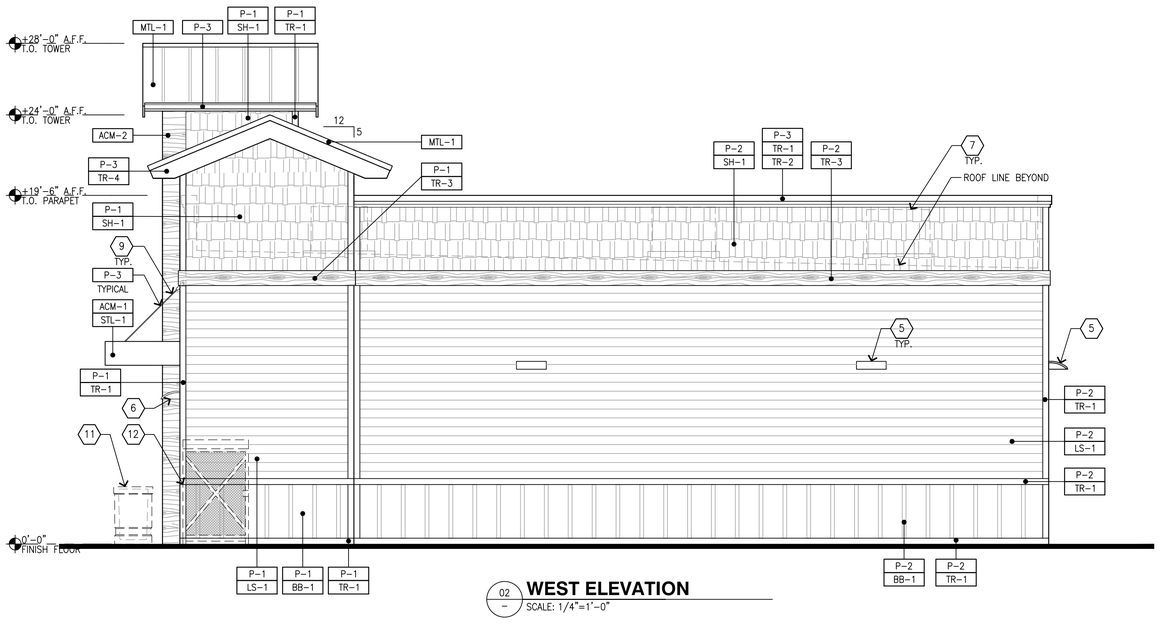

02 – **WEST ELEVATION**
SCALE: 1/4"=1'-0"

KEYED NOTES

1. ALUMINUM ENTRANCE AND STOREFRONT SYSTEM, REFER TO SHEET A5.1 FOR SPECIFICATION
2. OVERFLOW DRAIN W/ BRONZE COW TONGUE, TERMINATE 9" A.F.F.
3. WALL POSTER
4. LARGE INTERNALLY ILLUMINATED SURFACE MOUNTED WALL SIGN
5. WALL MOUNTED LED FIXTURE
6. WALL MOUNTED SIGN LIGHTING
7. ROOFTOP EQUIPMENT BEYOND
8. MAIN SWITCHGEAR
9. AWNING ROD AND CLEVIS. REFER TO SHEET A1.4 AND STRUCTURAL PLANS FOR DETAILS
10. AIR CURTAIN BEYOND, REFER TO SHEET A2.3 AND MECHANICAL PLANS
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15. 10" HIGH BLACK VINYL ARABIC ADDRESS NUMBERS APPLIED TO WINDOW CENTERED ABOVE STOREFRONT ENTRY AT 8' ABOVE FINISH GRADE

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P-2	BENJAMIN MOORE, 1030 "BRANDY CREAM", SATIN FINISH
P-3	BENJAMIN MOORE, 2121-30 "PEWTER", HIGH GLOSS FINISH

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ACM-2	ALUMINUM COMPOSITE MATERIAL, ALUCOBOND, "RUSTIC WALNUT"
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ALUM	CLEAR ANODIZED ALUMINUM
STL-1	STEEL AWNING
RF-1	TPO ROOFING MEMBRANE
MTL-1	STANDING SEAM METAL, "OLD TOWN GRAY"
BB-1	BATTEN AND BOARD WAINSCOT – JAMES HARDIE CEMENT FIBER BOARD HARDIE PANEL VERTICAL SIDING, SMOOTH, BOARD PORTION HARDIE TRIM, SMOOTH, 1"X3"X12'. BATTEN PORTION, SPACED 16" O.C, PROVIDE EVEN SPACES AT EACH END

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DEVELOPMENT INFORMATION:

ARCO NTI
4300 SF C-STORE
FUEL CANOPY w/6 MPD's
MULTI-BAY CAR WASH
1000 SF QSR

SITE ADDRESS:

SEC BURGESS RD
@ HUNTINGTON ROAD
LA PINE, OREGON

FACILITY #TBD

DESIGNED BY: JDF	ALLIANCE ZADM:
CHECKED BY: ADW	BP REPM:
DRAWN BY: JDF	ALLIANCE PM:
VERSION: 9/23/2024	PROJECT NO: 23409

DRAWING TITLE:

EXTERIOR ELEVATIONS

SHEET NO:

A2.2

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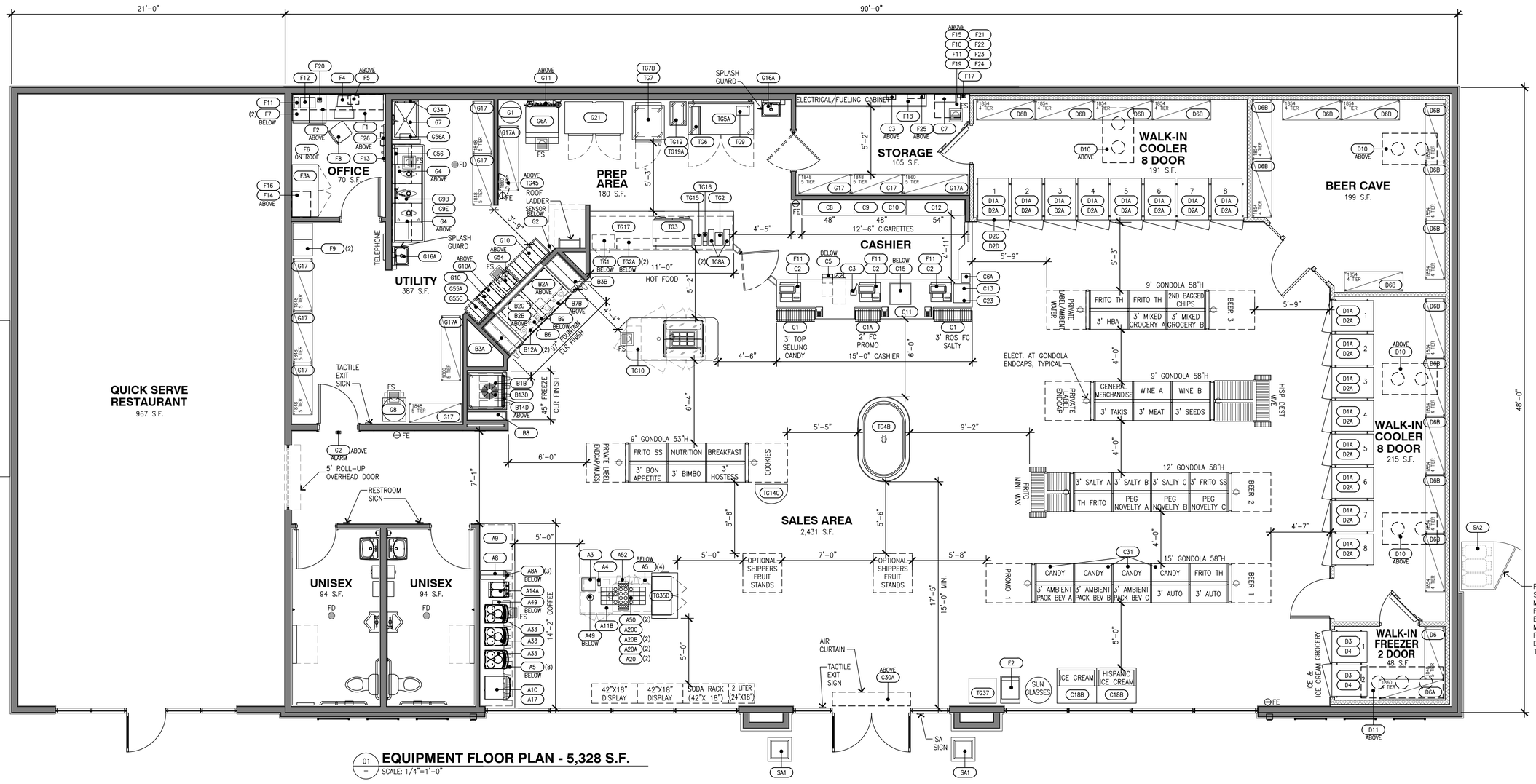

01 EQUIPMENT FLOOR PLAN - 5,328 S.F.

SCALE: 1/4"=1'-0"

CLIENT:

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DRAWN BY: JDF	ALLIANCE PM:
VERSION: 9/23/2024	PROJECT NO: 23409

DRAWING TITLE:

EQUIPMENT FLOOR PLAN

SHEET NO:

Q1.1

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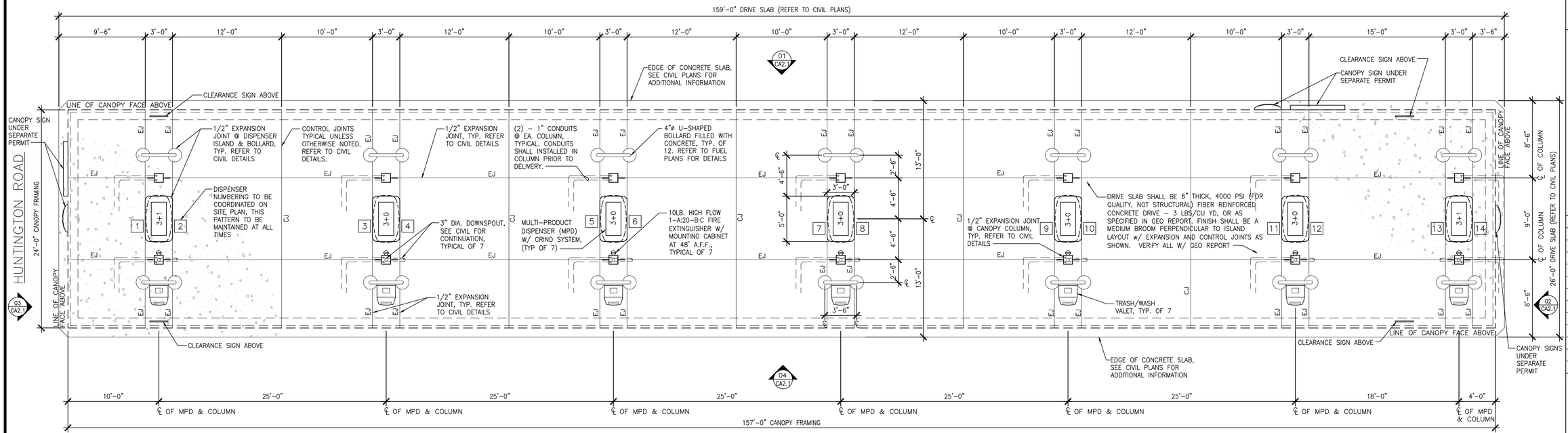
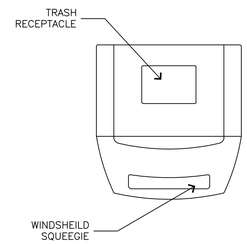
BURGESS ROAD



BUILDING SIDE

01 CANOPY SLAB PLAN - 4,132 S.F.

SCALE: 3/16"=1'-0"



02 TRASH/ WINDSHIELD CADDY

SCALE: NTS

NOTES:

1. DOWNSPOUTS ARE DESIGNED TO BE TIGHTLINED TO THE SITES UNDERGROUND STORM DRAINAGE SYSTEM.
2. DRIVE SLAB SHALL BE REINFORCED CONCRETE CRUSHED ROCK AS SPECIFIED IN SOILS REPORT. FINISH SHALL BE A MEDIUM BROOM PERPENDICULAR TO ISLAND LAYOUT w/ EXPANSION AND CONTROL JOINTS AS SHOWN.
3. CANOPY CONTRACTOR SHALL PROVIDE DOWNSPOUTS AND CONDUITS FOR LIGHTING, SIGN, MUSIC SYSTEM, CCTV AND SOLAR IN COLUMNS WHERE SPECIFIED. COORDINATE WITH GENERAL CONTRACTOR FOR EXACT LOCATION OF CONDUITS, AND HAND HOLES PRIOR TO FABRICATION. SEE ELECTRICAL DRAWINGS.
4. EACH PAIR OF ISLANDS HEIGHTS SHALL BE THE SAME.
5. ISLAND FORMS SHALL BE PAINTED GRAY.
6. SEE SHEET CA1.3, AND ELECTRICAL DRAWINGS FOR ADDITIONAL NOTES FOR IN COLUMN ELECTRICAL CONDUIT, AND LIGHTING INFORMATION.
7. GRADE BREAKS AT CONCRETE DRIVE SLAB SHALL OCCUR WITHIN DRIP LINE OF CANOPY. SEE GRADING PLAN FOR SLAB DRAINAGE ISOLATION AND OIL/WATER SEPARATOR. VERIFY W/ CIVIL DRAINAGE PLANS.
8. TRASH/WASH VALET ORDERS– BIG RED ROOSTER FLOW: 847–866–0761.
9. ALL SPEAKERS SHALL HAVE ADJUSTABLE VOLUME CONTROLS.

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DEVELOPMENT INFORMATION:

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FUEL CANOPY w/6 MPD's
MULTI-BAY CAR WASH
1000 SF QSR

SITE ADDRESS:

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FACILITY #TBD

DESIGNED BY:	JDF	ALLIANCE Z&DM:	
CHECKED BY:	ADW	BP REPM:	
DRAWN BY:	JDF	ALLIANCE PM:	
VERSION:	9/23/2024	PROJECT NO:	23409

DRAWING TITLE:

CANOPY SLAB PLAN

SHEET NO:

CA1.1

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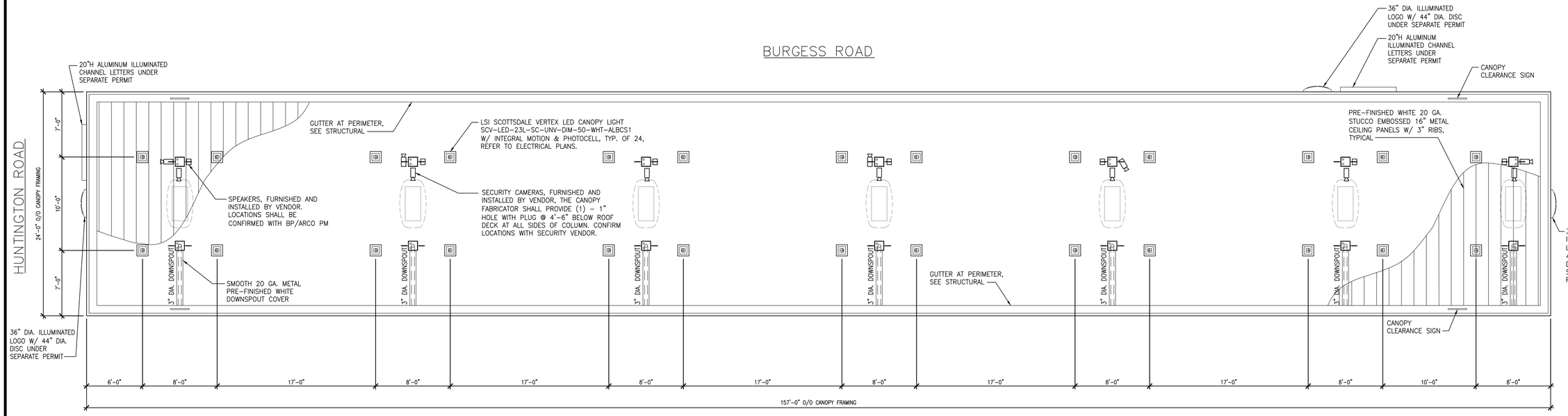

BUILDING SIDE

01 – CANOPY REFLECTED CEILING PLAN

SCALE: 3/16"=1'-0"

CLIENT:

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DRAWN BY: JDF	ALLIANCE PM:
VERSION: 9/23/2024	PROJECT NO: 23409

DRAWING TITLE:

CANOPY REFLECTED CEILING PLAN

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CA1.3

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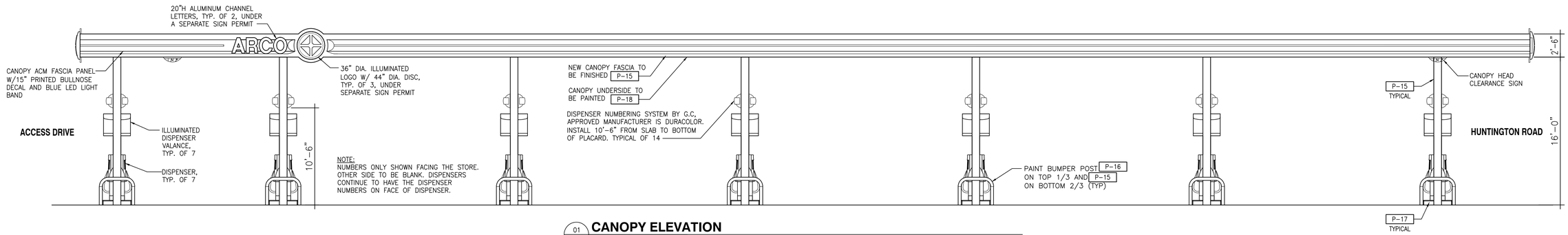
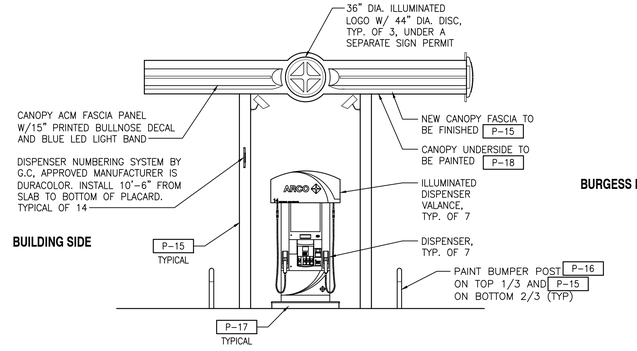
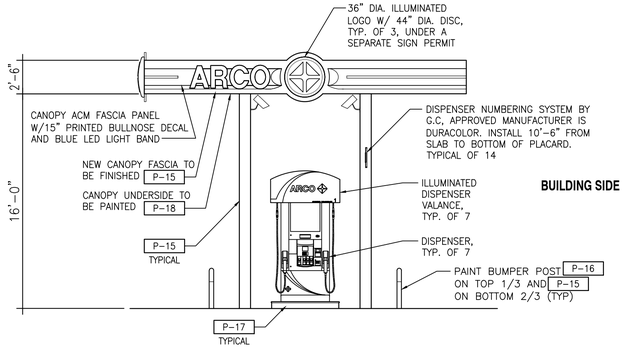


01 — **CANOPY ELEVATION**
SCALE: 3/16"=1'-0"

FACING STREET

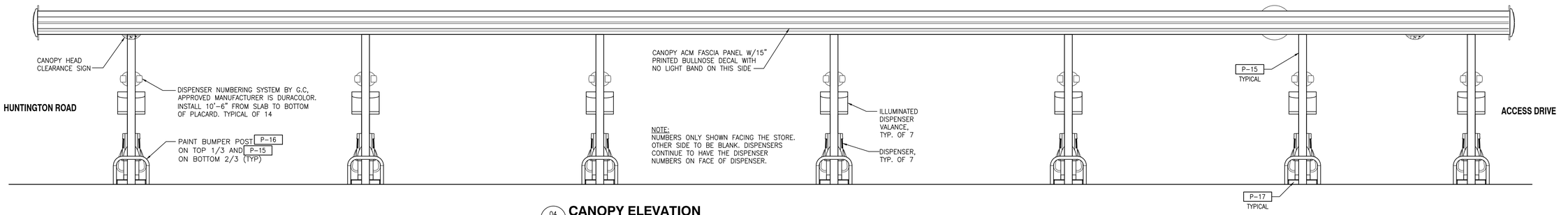


02 — **CANOPY ELEVATION**
SCALE: 3/16"=1'-0"



03 — **CANOPY ELEVATION**
SCALE: 3/16"=1'-0"

FACING STREET



04 — **CANOPY ELEVATION**
SCALE: 3/16"=1'-0"

FACING C-STORE BUILDING

COLOR LEGEND

P-15 BP PEARL
–BENJAMIN MOORE, OC–8, "ELEPHANT TUSK"
–SHERWIN WILLIAMS, SW6119, "ANTIQUE WHITE"
–ICI PAINTS, #A0083– 38YY 72/117, "INDIAN LEGEND"

P-16 BP YELLOW
–BENJAMIN MOORE, 2022–10, "YELLOW"
–SHERWIN WILLIAMS, SW6903, "CHEERFUL"
–ICI PAINTS, #A0775– 37YY 61/867, "OMEGA YELLOW"

P-17 BP WARM GRAY
–BENJAMIN MOORE, 2137–40, "DESERT TWILIGHT"
–SHERWIN WILLIAMS, SW7053, "ADAPTIVE SHADE"
–ICI PAINTS, #A1860– 40YY 25/074, "GRAY MOUNTAIN"

P-18 HIGH HIDING WHITE
–BENJAMIN MOORE, OC–67, "ICE MIST"
–SHERWIN WILLIAMS, SW7006, "EXTRA WHITE"
–ICI PAINTS, #A0128– 50GY 83/010, "WHITE WING"

SIGNAGE NOTE:
ALL SIGNAGE SHOWN IS FOR VISUAL REFERENCE ONLY– SIGN PERMIT UNDER SEPARATE PERMIT

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DRAWN BY:	JDF	ALLIANCE PM:	
VERSION:	9/23/2024	PROJECT NO:	23409

DRAWING TITLE:
CANOPY ELEVATIONS

SHEET NO:
CA2.1

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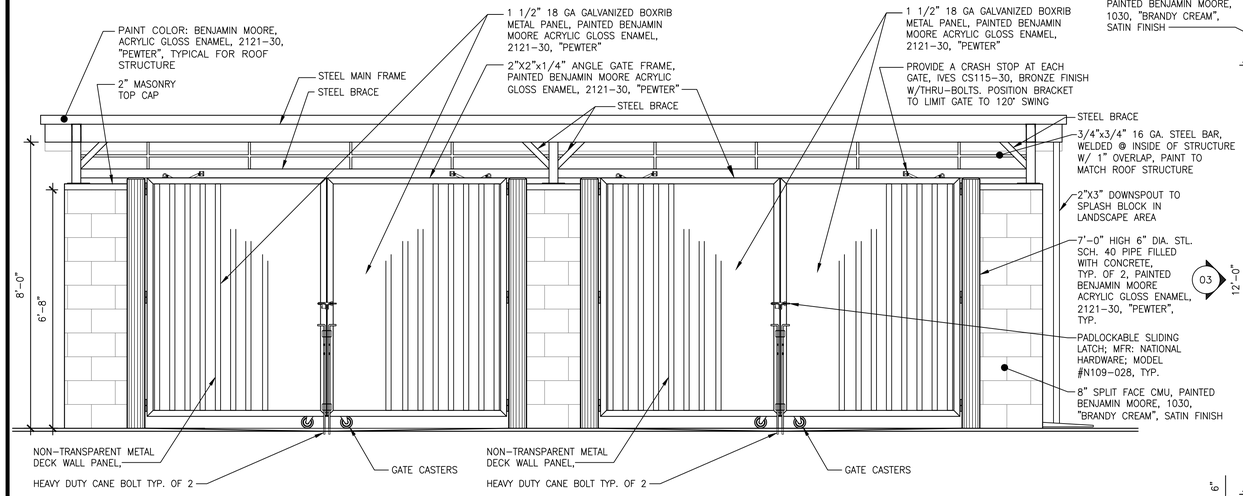
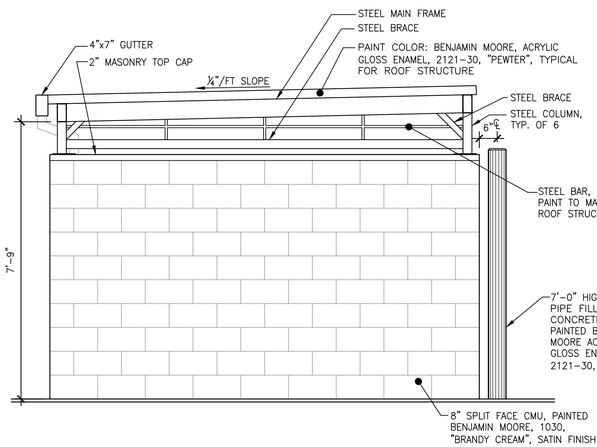
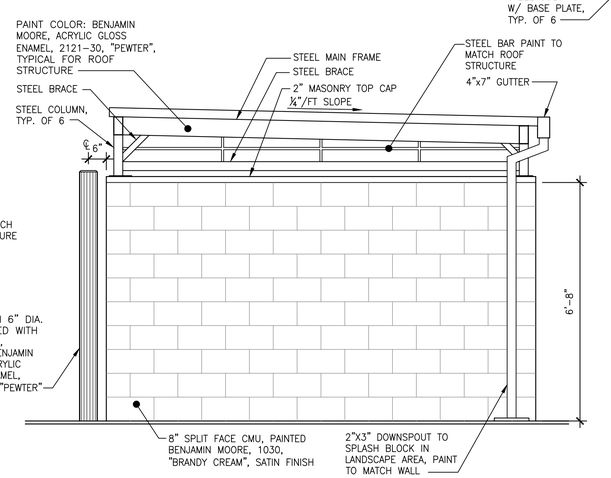


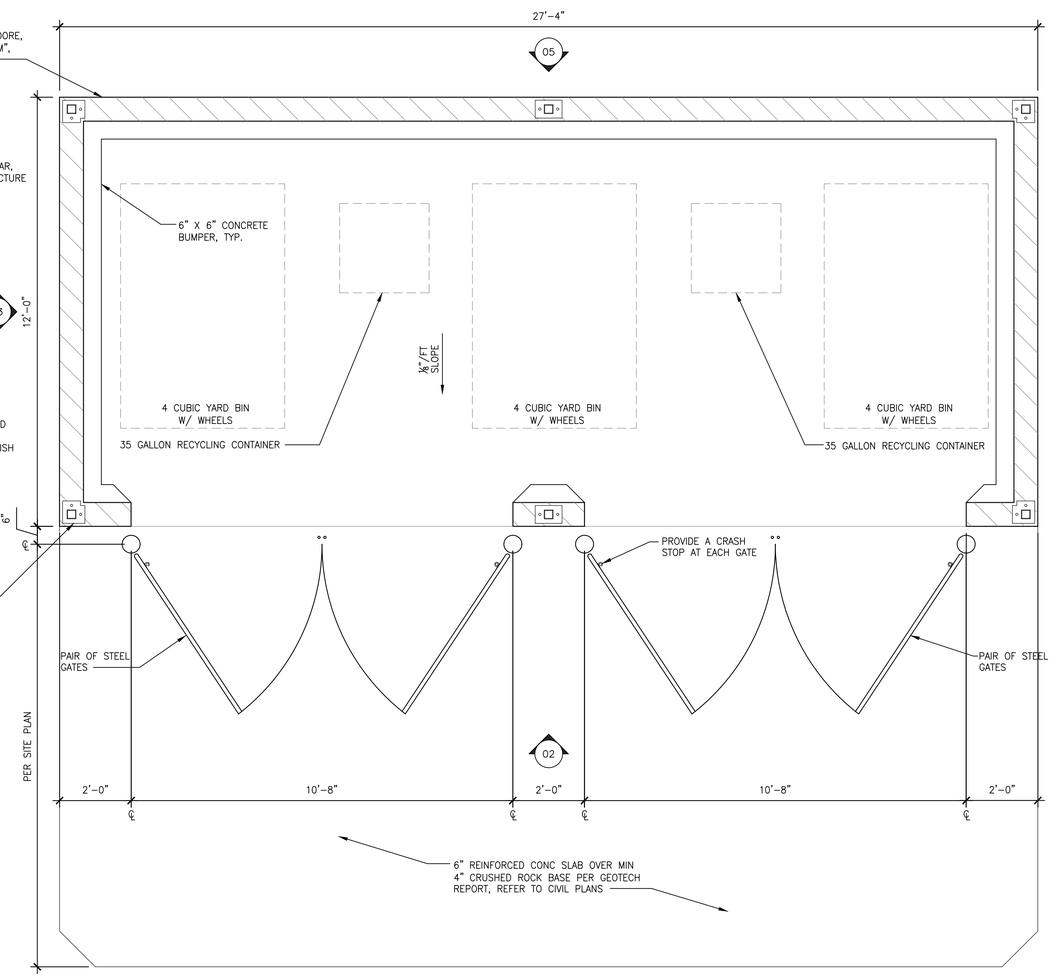
02 **FRONT ELEVATION**
SCALE: 1/2" = 1'-0"



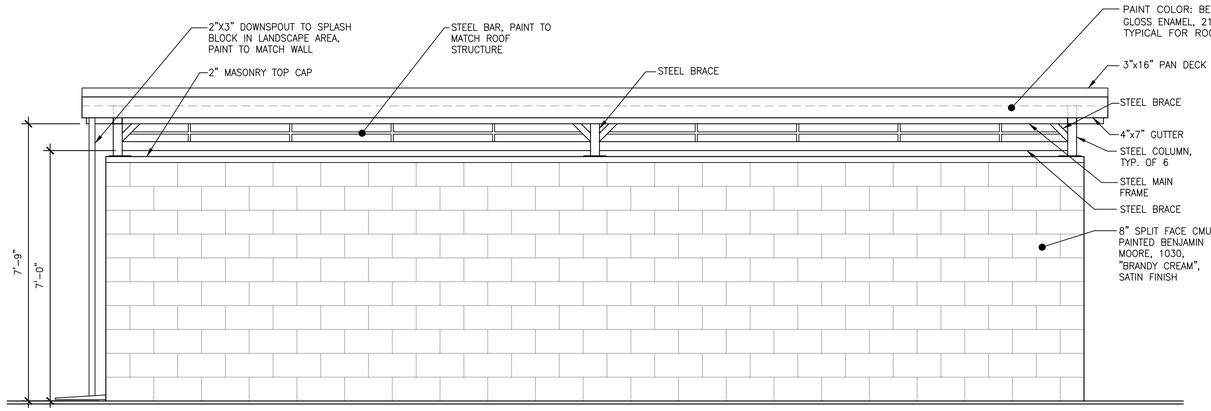
03 **LEFT SIDE ELEVATION**
SCALE: 1/2" = 1'-0"



04 **RIGHT SIDE ELEVATION**
SCALE: 1/2" = 1'-0"



01 **TRASH/ RECYCLE ENCLOSURE PLAN**
SCALE: 1/2" = 1'-0"



05 **REAR ELEVATION**
SCALE: 1/2" = 1'-0"

CLIENT:
bp
ARCO
BP WEST COAST PRODUCTS, LLC

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

NO.	DATE	REVISION DESCRIPTION
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SEAL:

Not for Construction

DEVELOPMENT INFORMATION:
ARCO NTI
4300 SF C-STORE
FUEL CANOPY w/6 MPD's
MULTI-BAY CAR WASH
1000 SF QSR

SITE ADDRESS:
SEC BURGESS RD
@ HUNTINGTON ROAD
LA PINE, OREGON

FACILITY #TBD

DESIGNED BY: JDF	ALLIANCE Z&DM:
CHECKED BY: ADW	BP REPM:
DRAWN BY: JDF	ALLIANCE PM:
VERSION: 9/23/2024	PROJECT NO: 23409

DRAWING TITLE:
TRASH/ RECYCLE ENCLOSURE

SHEET NO:
G1.4

P:\23000s\23409\preliminary\23409 G1.4-G1.5.dwg 10/14/2024 1:15 PM EPERRY

PRELIM. SITE PLAN

APPLICANT/DEVELOPER

TORE93 LLC
22540 NE 165TH COURT
WOODINVILLE, WA 98077
CONTACT: MARTY CUNEO

ENGINEER

BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE. SOUTH
KENT, WA 98032
TEL: (425) 251-6222
FAX: (425) 251-8782
CONTACT: CHRIS JENSEN, P.E.

ARCHITECT

BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE. SOUTH
KENT, WA 98032
TEL: (425) 251-6222
FAX: (425) 251-8782
CONTACT: DAN GOALWIN, R.A.

LANDSCAPE ARCHITECT

BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE. SOUTH
KENT, WA 98032
TEL: (425) 251-6222
FAX: (425) 251-8782
CONTACT: JEFF VARLEY, P.L.A.

SURVEY

PARTNER ENGINEERING AND SCIENCE
2154 TORRANCE BOULEVARD
TORRANCE, CA 90501
TEL: (888) 213-7479
CONTACT: JASON L. SIMES, P.L.A

SHEET INDEX

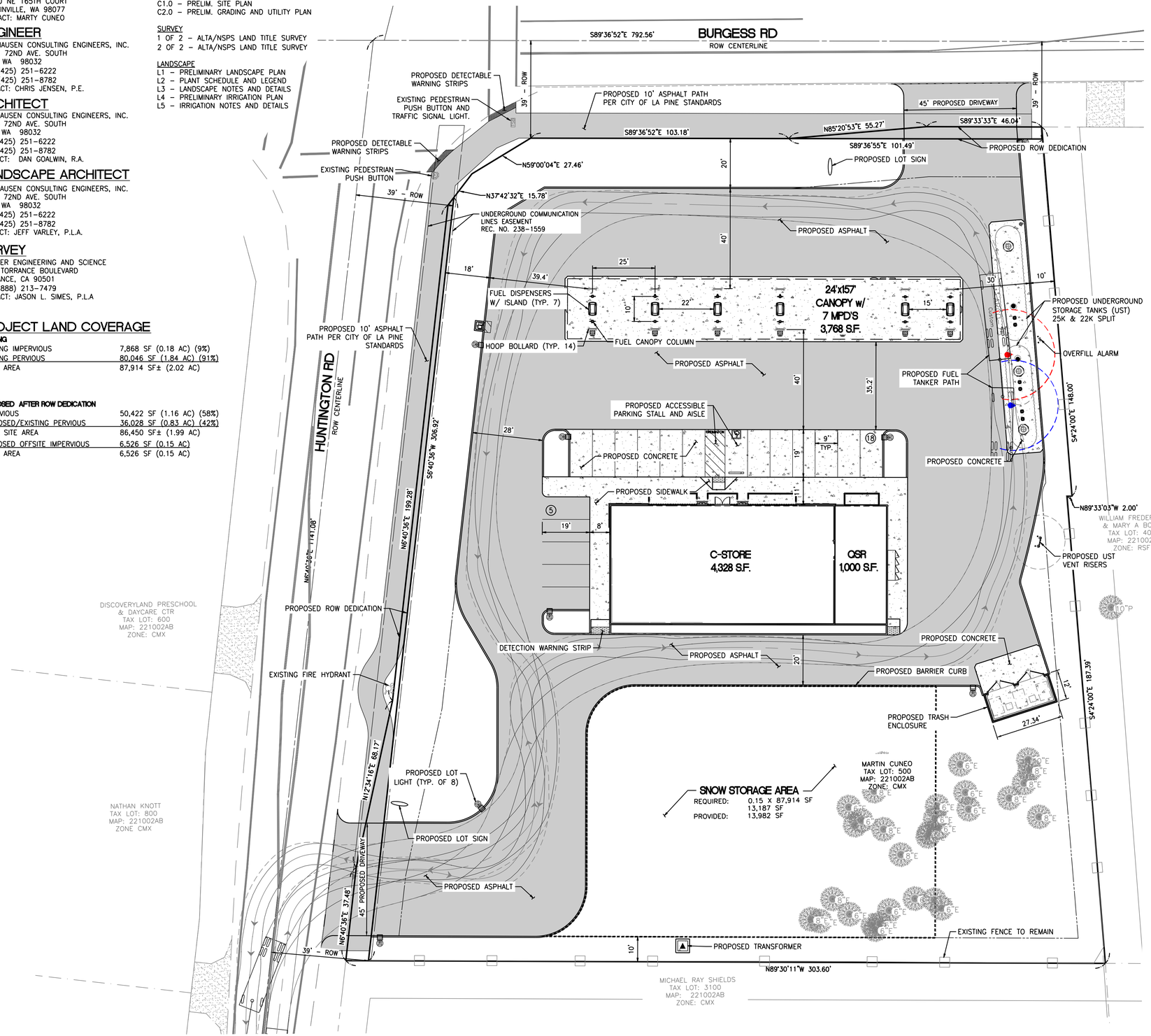
PROJECT LAND COVERAGE

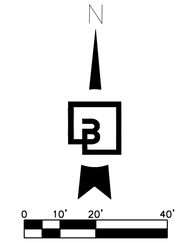
EXISTING

EXISTING IMPERVIOUS	7,868 SF (0.18 AC) (9%)
EXISTING PERVIOUS	80,046 SF (1.84 AC) (91%)
TOTAL AREA	87,914 SF± (2.02 AC)

PROPOSED AFTER ROW DEDICATION

IMPERVIOUS	50,422 SF (1.16 AC) (58%)
PROPOSED/EXISTING PERVIOUS	36,028 SF (0.83 AC) (42%)
TOTAL SITE AREA	86,450 SF± (1.99 AC)
PROPOSED OFFSITE IMPERVIOUS	6,526 SF (0.15 AC)
TOTAL AREA	6,526 SF (0.15 AC)





PROJECT DATA

LOCATION: SEC BURGESS RD @ HUNTINGTON RD
LA PINE, OREGON 97739

LOT AREA: ±87,914 S.F. (2.02 AC)

SETBACKS:

FRONT YARD SETBACK: 20 FEET (ROW)
SIDE YARD SETBACK: 10 FEET
REAR YARD SETBACK: 10 FEET

MAXIMUM IMPERVIOUS: 85%
FLOOR AREA RATIO (FAR): NONE
MAXIMUM LOT COVERAGE: 60%
OVERALL IMPERVIOUS: 57%

PARKING:

MIN NO. OF SPACES REQUIRED: 1 SPACE PER 400 SF + 2 SPACES FOR QUICK VEHICLE SERVICES (EXCLUDING SERVICE AREA/PUMP).

5,328 / 400 = 13.32 = 13 SPACES

NO. OF SPACES PROVIDED: 18 SPACE

MAX NO. OF SPACES ALLOWED: MINIMUM X 2.0

STANDARD STALL SIZE: 9'x19'

MINIMUM AISLE WIDTH (2-WAY): 24'

MAXIMUM DRIVEWAY WIDTH: 35 FEET (COUNTY STANDARD)

LANDSCAPING:

OVERALL LANDSCAPING: 15%
PERIMETER LANDSCAPING: 10 FEET (EAST)
A SCREEN PLANTING OR OTHER APPROVED LANDSCAPED PLANTER STRIP MAY BE REQUIRED BETWEEN THE PARKING AREA AND THE RIGHT-OF-WAY
INTERIOR LANDSCAPING: 16 SF PLANTER AT ENDS OF PARKING ROWS

SNOW STORAGE AREAS:

- SNOW STORAGE AREAS MUST BE DESIGNATED ON A SITE PLAN. THE AREAS MUST TOTAL A MINIMUM OF 15 PERCENT OF THE AREA TO BE CLEARED, INCLUDING ALL ACCESS DRIVES, PARKING AREAS, AND WALKWAYS.
- SNOW STORAGE IS NOT PERMITTED ON LANDSCAPED AREAS, EXCEPT WHERE THESE AREAS ARE LIMITED TO GRASS OR ROCK COVER. SNOW STORAGE MAY BE PERMITTED IN PARKING AREAS, PROVIDED THAT THE SITE CAN STILL ACCOMMODATE ENOUGH PARKING SPACES TO MEET MINIMUM OFF-STREET PARKING REQUIREMENTS IN WINTER MONTHS. PARKING SPACES THAT ARE LOCATED IN SNOW STORAGE AREAS DO NOT COUNT TOWARD THE MAXIMUM PARKING SPACE REQUIREMENTS. IT IS ENCOURAGED THAT SNOW STORAGE AREAS BE LOCATED AWAY FROM PUBLIC VIEW AND THAT ADDITIONAL IMPERVIOUS SURFACE AREAS ARE NOT CREATED FOR THE SOLE PURPOSE OF SNOW STORAGE.

LEGEND

	EXISTING	PROPOSED
CURB AND GUTTER		
BARRIER CURB		
CONCRETE		
ASPHALT		
PAINT STRIPING		
DIRECTIONAL ARROW		
SAWCUT		
BOLLARD		
SIGN		
BUILDING LINE		
CONTOURS	432	432
WATER LINE	W	W
FIRE HYDRANT		
WATER METER		
WATER VALVE		
FIRE DEPARTMENT CONN.		
POST INDICATOR VALVE		

	EXISTING	PROPOSED
STORM LINE	SD	
CATCH BASIN TYPE 1		
CATCH BASIN TYPE 2		
SANITARY SEWER LINE	SS	
SANITARY SEWER MANHOLE		
CLEANOUT (AS NOTED)		
POWER OVERHEAD	P (OH)	P(OH)
POWER UNDERGROUND	P (UG)	P(UC)
POWER METER		
UTILITY POLE		
JUNCTION BOX (TYPE 1,2,3)		
LUMINAIRE		
YARD LIGHT		
TELEPHONE	T(UC)	T
GAS	G	G
GAS METER		
GAS VALVE		

Preliminary Not For Construction

CLIENT: bp / ARCO
BP WEST COAST PRODUCTS, LLC

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

NO.	DATE	REVISION DESCRIPTION
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SEAL:
REGISTERED PROFESSIONAL ENGINEER
STATE OF OREGON
OCT. 14, 2011
CHRISTOPHER R. JENSEN
81210PE
Not for Construction
EXPIRES: 6-30-25

DEVELOPMENT INFORMATION:
ARCO NTI
4300 SF C-STORE FUEL CANOPY w/6 MPD's MULTI-BAY CAR WASH 1000 SF QSR

SITE ADDRESS:
SEC BURGESS RD
@ HUNTINGTON ROAD
LA PINE, OREGON

FACILITY #TBD

DESIGNED BY: JDF	ALLIANCE Z&DM:
CHECKED BY: ADW	BP REPM:
DRAWN BY: JDF	ALLIANCE PM:
VERSION: 10/31/24	PROJECT NO: 23409

DRAWING TITLE:
PRELIM. SITE PLAN

SHEET NO:
C1.0

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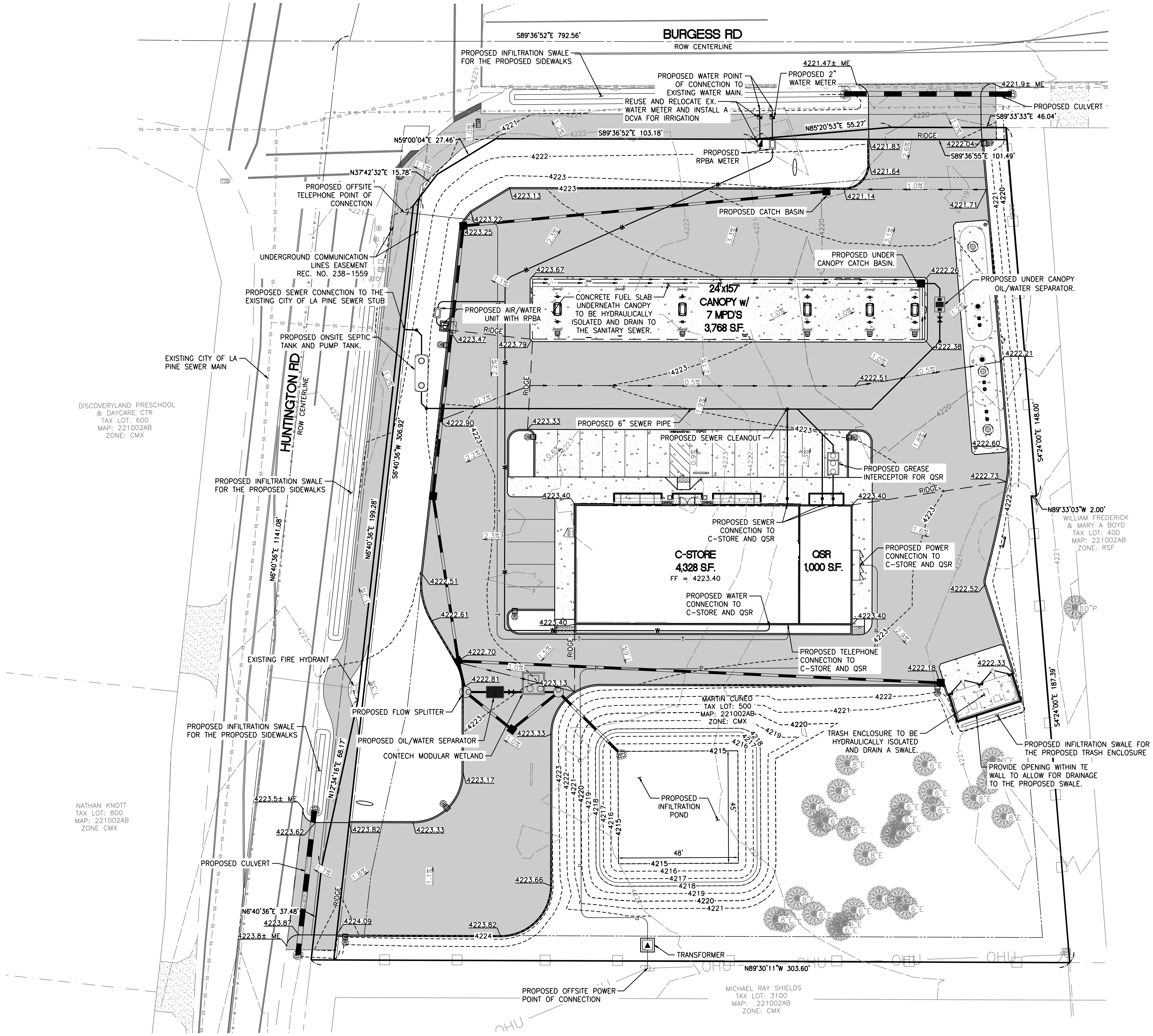
PRELIM. GRADING AND UTILITY PLAN



N

SCALE: 1"=20'

GRADING LEGEND:

PROPOSED CONTOUR	30
EXISTING CONTOUR	30
PROPOSED GRADE BREAK	GB
PROPOSED RIDGE LINE	RIDGE
SWALE FLOWLINE	
PROPOSED GRADING SLOPE	1.00%
SPOT ELEVATION	30.01
MATCH EXISTING ELEVATION	30.01± ME

CLIENT: bp

ARCO
BP WEST COAST PRODUCTS, LLC

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

NO.	DATE	REVISION DESCRIPTION
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SEAL: REGISTERED PROFESSIONAL ENGINEER — Not for Construction — CHRIS R. JENSEN — EXPIRES: 6-30-25

DEVELOPMENT INFORMATION:
ARCO NTI
4300 SF C-STORE
FUEL CANOPY w/6 MPD's
MULTI-BAY CAR WASH
1000 SF QSR

SITE ADDRESS:
SEC BURGESS RD
@ HUNTINGTON ROAD
LA PINE, OREGON

FACILITY #TBD

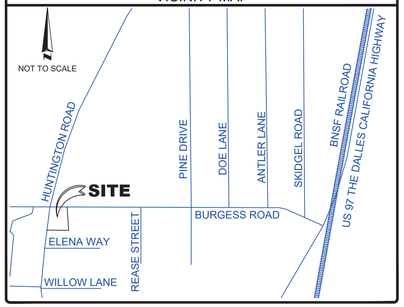
DESIGNED BY:	JDF	ALLIANCE Z&OM:	
CHECKED BY:	ADW	BP REPM:	
DRAWN BY:	JDF	ALLIANCE PM:	
VERSION: 10/31/24		PROJECT NO: 23409	

DRAWING TITLE:
PRELIM. GRADING AND UTILITY PLAN

SHEET NO:
C2.0

Preliminary Not For Construction

VICINITY MAP



BASIS OF BEARING

BEARINGS AND DISTANCES ARE BASED ON THE DESCHUTES 13 TRANSFORMATION, THE SPECIFICS OF WHICH ARE AVAILABLE FROM THE DESCHUTES COUNTY SURVEYOR'S OFFICE. THE BASIS OF BEARINGS IS N 89°30'11" W ALONG THE SOUTH LINE OF THE PROPERTY.

OBSERVED SIGNIFICANT OBSERVATIONS

A OVERHEAD POWER LINE & ELECTRICAL PEDESTAL. MAY B COVERED UNDER 9

B OVERHEAD POWER LINE & POLE. MAY BE COVERED UNDER 9

ZONING INFORMATION

ITEM	REQUIRED	CONTACT:
ZONING DESIGNATION		REPORT DATE:
MINIMUM LOT AREA (SQ. FT.)		REPORT #:
MINIMUM FRONTAGE		
MINIMUM LOT WIDTH		
MAX IMPERVIOUS COVERAGE		PARKING REQUIREMENTS:
MAX BUILDING HEIGHT		
MINIMUM SETBACKS		
FRONT		
SIDE		
REAR		

NOTES: NO ZONING REPORT HAS BEEN PROVIDED

FLOOD INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN ZONE "X", AS SHOWN ON THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 1480 OF 2250 (MAP NO. 41017C1408E), WHICH BEARS AN EFFECTIVE DATE OF SEPT 28, 2007, AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE. ZONE "X" DENOTES AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

NOTES CORRESPONDING TO SCHEDULE "B" ITEMS

8 EASEMENT(S) FOR THE PUROSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT;
GRANTED TO: PACIFIC NORTHWEST BELL TELEPHONE COMPANY, A WASHINGTON CORPORATION, ITS SUCCESSORS AND ASSIGNS
PURPOSE: UNDERGROUND COMMUNICATION LINES
RECORDING DATE: JUNE 27, 1991
RECORDING NO: 238-1559
AFFECTS A PORTION OF THE SUBJECT PROPERTY. A PORTION OF THE EASEMENT LIES WITHIN DEDICATED RIGHT OF WAY OF HUNTINGTON ROAD.

9 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
ENTITLED: RIGHT OF WAY EASEMENT
IN FAVOR OF: MIDSTATE ELECTRIC COOPERATIVE, INC., A COOPERATIVE CORPORATION
RECORDING DATE: JUNE 25, 2001
RECORDING NO.: 2001-30254
AFFECTS SUBJECT PROPERTY, BLANKET IN NATURE, NOT PLOTTABLE.

10 A DEED OF TRUST TO SECURE AN INDEBTEDNESS IN THE AMOUNT SHOWN BELOW,
AMOUNT: 46,240.00
DATED: JANUARY 22, 2016
TRUSTOR/GRANTOR: HARRY R. ANSON, SR. AND MARION E. ANSON
TRUSTEE: WESTER TITLE ESCROW
BENEFICIARY: MID OREGON FEDERAL CREDIT UNION
RECORDING DATE: JANUARY 27, 2016
RECORDING NO.: 2016-002853

THE DEED OF TRUST SET FORTH ABOVE IS PURPORTED TO BE A "CREDIT LINE" DEED OF TRUST. IT IS A REQUIREMENT THAT THE TRUSTOR/GRANTOR OF SAID DEED OF TRUST PROVIDE WRITTEN AUTHORIZATION TO CLOSE SAID CREDIT LINE ACCOUNT TO THE LENDER WHEN THE DEED OF TRUST IS BEING PAID OFF THROUGH THE COMPANY OR OTHER SETTLEMENT/ESCROW AGENT OR PROVIDE A SATISFACTORY SUBORDINATION OF THIS DEED OF TRUST TO THE PROPOSED DEED OF TRUST TO BE RECORDED AT CLOSING.

BUILDING AREA

BUILDING 1: 3,223 SQ. FT.
BUILDING 2: 120 SQ. FT.

BUILDING HEIGHT

BUILDING 1: 16.0' ±
BUILDING 2: 10.0' ±

LAND AREA

TOTAL AREA: 87,991 SQ. FT.
2.02 ACRES

PARKING

REGULAR: N/A
COVERED: N/A
HANDICAP: N/A
TOTAL PARKING: N/A

UTILITY NOTE

THE SURVEY SHOWS THE LOCATION OF UTILITIES EXISTING ON OR SERVING THE SURVEYED PROPERTY AS DETERMINED BY OBSERVED EVIDENCE COLLECTED PURSUANT TO ALTA SECTION 5 E IV TOGETHER WITH EVIDENCE FROM PLANS REQUESTED BY THE SURVEYOR AND OBTAINED FROM THE UTILITY COMPANIES, OR PROVIDED BY THE CLIENT AND MARKINGS REQUESTED BY THE SURVEYOR PURSUANT TO A 811 UTILITY LOCATE OR SIMILAR REQUEST. LOCATE TICKET NUMBERS 24181772, 24181772, AND 24181774.

NOTE: CENTURY LINK HAS NOT RESPONDED TO THE LOCATE REQUEST AS OF 7/17/24.

TITLE DESCRIPTION

TITLE DESCRIPTION

A PARCEL OF LAND IN THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 2 IN TOWNSHIP 22 SOUTH, RANGE 10 EAST OF THE WILLAMETTE MERIDIAN, DESCHUTES COUNTY, OREGON AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 2, LYING EAST OF THE COUNTY ROAD, AND TOGETHER WITH:

THE WEST HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 2, AND EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PORTION:

COMMENCING AT THE 1958 BLM BRASS CAP MONUMENT THAT MARKS THE EAST ONE-SIXTEENTH CORNER BETWEEN SECTIONS 2 IN TOWNSHIP 22 SOUTH RANGE 10 EAST OF THE WILLAMETTE MERIDIAN AND SECTION 35 IN TOWNSHIP 21 SOUTH RANGE 10 EAST OF THE WILLAMETTE MERIDIAN; THENCE NORTH 89°33'03" WEST 525.66 FEET UPON THE NORTH LINE OF SECTION 2 TO THE POINT OF BEGINNING, MARKED BY AN ORANGE PLASTIC CAP ATOP A #5 REBAR; THENCE LEAVING SAID NORTH LINE SOUTH 4°24'00" EAST 148.00 FEET TO AN ORANGE PLASTIC CAP ATOP A #5 REBAR; THENCE NORTH 89°33'03" WEST 2.00 FEET TO AN ORANGE PLASTIC CAP ATOP A #5 REBAR; THENCE SOUTH 4°24'00" EAST 187.39 FEET TO A POINT ON THE SOUTH LINE OF THE WEST HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE NROTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 2; THENCE UPON SAID SOUTH LINE SOUTH 89°30'11" EAST 30.11 FEET; THENCE LEAVING SAID SOUTH LINE NORTH 4°24'00" WEST 335.42 FEET UPON THE EAST LINE OF THE WEST HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 2 TO A POINT ON THE NORTH LINE OF SAID SECTION 2; THENCE NORTH 89°33'03" WEST 28.11 FEET UPON SAID NORTH LINE TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION DEDICATED TO THE PUBLIC IN DEDICATION DEED RECORDED JUNE 9, 2001 AS INSTRUMENT NUMBER 2001-27345, DESCHUTES COUNTY RECORDS.

THE SURVEYED PROPERTY IS THE SAME PROPERTY AS SHOWN ON WESTERN TITLE & ESCROW COMMITMENT NO. WT0260252 HAVING AN EFFECTIVE DATE OF 2/29/2024 AT5:00 P.M.

TITLE COMMITMENT INFORMATION

The Title Description and Schedule 'B' items are the same as shown on the title commitment provided by WESTERN TITLE & ESCROW, Commitment No. WT0260252, issued 02/29/2024 with an effective date of 2/29/2024 AT 5:00 P.M.:

SURVEYOR'S NOTES

1. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARTY WALLS, EASEMENTS, SERVITUDES, FOUNDATIONS AND POSSIBLE ENCROACHMENTS ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.

2. SUBJECT TRACT HAS DIRECT PHYSICAL DRIVEWAY ACCESS TO HUNTINGTON ROAD , A DEDICATED PUBLIC RIGHT-OF-WAY.

3. THE DIMENSIONS AND AREA OF THE BUILDING(S) SHOWN ARE BASED ON THE BUILDING'S EXTERIOR FOOTPRINT AT GROUND LEVEL.

4. THE POINT OF HEIGHT MEASUREMENT IS IDENTIFIED ON THE SURVEY AND WAS TAKEN FROM THE NEAREST ADJACENT GRADE AT SAID POINT. THIS POINT REPRESENTS THE HEIGHT OF THE STRUCTURE AS OBSERVED FROM GROUND LEVEL.

5. UNDERGROUND UTILITIES HAVE BEEN LOCATED AND/OR SHOWN ON THIS SURVEY.

6. THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, OR BUILDING CONSTRUCTION ON THE SURVEYED PROPERTY.

7. THERE IS OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIR.

8. THERE IS NO OBSERVABLE EVIDENCE OF CEMETERIES ON THE SURVEYED PROPERTY.

9. ALL RECIPROCAL EASEMENT AGREEMENTS ("REAS") THAT HAVE BEEN REPORTED BY THE TITLE REPORT PROVIDED HAVE BEEN DENOTED ON THE SURVEY AND ARE SHOWN HEREON. THE LIMITS OF ANY OFFSITE APPURTENANT EASEMENTS THAT HAVE BEEN REPORTED BY THE TITLE REPORT PROVIDED HAVE BEEN DENOTED ON THE SURVEY AND ARE SHOWN HEREON.

10. THIS SURVEY DOES NOT PROVIDE A DETERMINATION OR OPINION CONCERNING THE LOCATION OR EXISTENCE OF WETLANDS, FAULT LINES, TOXIC OR HAZARDOUS WASTE AREAS, SUBSIDENCE, SUBSURFACE AND ENVIRONMENTAL CONDITIONS OR GEOLOGICAL ISSUES. NO STATEMENT IS MADE CONCERNING THE SUITABILITY OF THE SUBJECT TRACT FOR ANY INTENDED USE, PURPOSE OR DEVELOPMENT.

11. THE SURVEYED BOUNDARY SHOWN HEREON ARE CONTIGUOUS WITH ADJOINING PROPERTIES AND/OR RIGHTS OF WAY WITHOUT ANY GAPS, GORES OR OVERLAPS.

12. NO VISIBLE EVIDENCE OF SUBSTANTIAL AREAS OF REFUSE WERE OBSERVED AT THE TIME THE FIELDWORK WAS PERFORMED.

SURVEYOR'S CERTIFICATE

TO: PARTNER ENGINEERING AND SCIENCE, WESTERN TITLE & ESCROW

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6(A), 6(B), 7(A), 7(B)(1), 7(C), 8, 9, 13, 14, 16, 17, 19 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 7/15/2024.

DATE OF PLAT OR MAP: 7/23/2024

Jason Simes

Digitally signed by Jason Simes
Date: 2024.07.23 10:29:47 -07'00'

JASON L. SIMES
83256PLS
OREGON

REGISTERED PROFESSIONAL LAND SURVEYOR
Jason Simes
Digitally signed by Jason Simes
Date: 2024.07.23 10:30:09 -07'00'
OREGON
NOVEMBER 10, 2009
JASON L. SIMES
83256PLS
EXPIRES 6/30/26

THIS SURVEY WAS COORDINATED, NOT PERFORMED, BY PARTNER. SURVEY OBTAINED FROM AND CERTIFIED TO BY A PROFESSIONAL SURVEYOR LICENSED TO PRACTICE IN THE SAME STATE THE SUBJECT PROPERTY IS LOCATED

SHEET 1 OF 2

2021 ALTA/NSPS LAND TITLE SURVEY

53290 HUNTINGTON ROAD ALTA

SITE ADDRESS

53290 HUNTINGTON ROAD
LA PINE, OR 97739
DESCHUTES

PARTNER PROJECT NUMBER: 24-442878.2

COORDINATED BY

PARTNER

CORPORATE OFFICE
2154 Torrance Boulevard
Torrance, CA 90501
Phone: 888-213-7479
ALTA@partneresi.com
www.partneresi.com

DATE	REVISIONS	DRAWN BY: GWM	DRAWING SCALE: N/A
.	.	CHECKED BY: JS	JOB NO.: 24-113
.	.	FILENAME: 240722-24113 ALTA TOPO.DWG	
.	.		
.	.		
.	.		
.	.		

SURVEYED BY

H.A. M^{C}COY ENGINEERING & SURVEYING
CONTACT: HAYES M^{C}COY
1180 SW LAKE ROAD SUITE 201
REDMOND, OR 97756
PH: 541-923-7554

D HUNTINGTON LLC ET AL
TAX LOT: 100
MAP: 211035DC
ZONE: CMX

BURGESS ROAD
VARIABLE WIDTH PUBLIC RIGHT OF WAY

EP/SAWCUT — 348.3' UNDER CONSTRUCTION — EP/SAWCUT

12" PVC — EX WAT — 12" PVC — EX WAT — 12" PVC — EX WAT — 12" PVC — EX WAT — 12" PVC

2.5" BLM BRASS CAP 1/16 COR

EX TRAFFIC LIGHT

N59° 00' 04"E 27.46

S89° 36' 52"E 103.18

S89° 33' 34"E 1326.79'

N85° 20' 53"E 55.27

S89° 33' 33"E 46.04

5/8" IR OPC LS2253 PER CS 18521

S89° 33' 33"E 525.57

2.5" BLM BRASS CAP 1/16 COR PER CS 18521

EX SIGN 45 MPH

15.0' D/W

37.0'

30.0'

34.2'

34.3'

EX PED CROSSING PUSH BUTTON POLE

EX SEPTIC LID RIM 4222.53'

EX SEPTIC LID RIM 4222.51'

EX VAULT/TRAFFIC CABINET

EX PEDISTAL

EX ELECTRICAL PANEL
EX STREET LIGHTING

N37° 42' 32"E 15.78

EX FENCE 6' WOOD

S04° 24' 00"E 148.00

S04° 24' 00"E 187.39

ACCESS

11'

BH 16.0'

38.62

131.0'

111.2'

OFFE: 4224.17
1 STORY BUILDING
3,223 SQ. FT. ±
HEIGHT: 16.0 FT. ±

1 STORY SHED
120 SQ. FT. ±
HEIGHT: 10.0 FT. ±

59.53
27.33
6.11
17.46
6.06
6.44
33.97
48.46
10.66
11.15
10.40
11.0
30.36
BH 15.0'
121.90
126.9'
132.6'

N89° 33' 03"W 2.00

OWNER: MARTIN CUNEO
TAX LOT: 500
MAP: 221002AB
ZONE: CMX
DEED: 2001-27345
2.02 ACRES
87,991 SQ. FT.

WILLIAM FREDERICK & MARY A BOYD
TAX LOT: 400
MAP: 221002AB
ZONE: RSF

MICHAEL RAY SHIELDS
TAX LOT: 3100
MAP: 221002AB
ZONE: CMX

EX PPL 4000182

EX PPL 4000181

EX PPL 400178

EX ELECTRICAL PEDESTAL

5/8" IR OPC LS2253 PER CS 18521

N89° 30' 11"W 303.60 BASIS OF BEARING

DISCOVERYLAND PRESCHOOL & DAYCARE CTR
TAX LOT: 600
MAP: 221002AB
ZONE: CMX

NATHAN KNOTT
TAX LOT: 800
MAP: 221002AB
ZONE CMX

HUNTINGTON ROAD
VARIABLE WIDTH PUBLIC RIGHT OF WAY

27.0' D/W

20.0' D/W

35.2'

37.0'

30.0'

30.0'

N06° 40' 36"E 199.28

N06° 40' 36"E 68.17

N12° 34' 16"E 37.48

LEGEND

- BOLLARD
- CONCRETE SURFACE
- ELECTRIC MANHOLE
- FIRE HYDRANT
- GAS VALVE
- GROUND LIGHT
- GUY ANCHOR
- HANDICAP PARKING SPACE
- LIGHT POLE
- MANHOLE
- NO PARKING AREA
- SANITARY MANHOLE
- SET/FOUND MONUMENT AS NOTED SIGN
- SPOT ELEVATION
- ACC ACCESS
- (D) STORM MANHOLE
- (T) TELEPHONE MANHOLE
- UTILITY POLE
- (W) WATER MANHOLE
- WATER VALVE
- AC AIR CONDITIONER
- L ARC LENGTH
- BFP BACKFLOW PREVENTER
- CR CABLE RISER
- Δ CENTRAL ANGLE
- CLF CHAIN LINK FENCE
- CB CHORD BEARING
- C CHORD LENGTH
- CLEAN OUT
- CC&G CONCRETE CURB & GUTTER
- EP EDGE OF PAVEMENT
- CA COVERED AREA
- (D) DEED
- DRAINAGE INLET
- DA DUMPSTER AREA
- EB ELECTRIC BOX
- EM ELECTRIC METER
- EP ELECTRIC PANEL
- ELEV ELEVATION
- FFE FIRST FLOOR ELEVATION
- FDC FIRE DEPARTMENT CONNECTION
- FND FOUND
- GM GAS METER
- GEN GENERATOR
- ICV IRRIGATION CONTROL BOX
- (M) MEASURED
- IR IRON ROD
- OPC ORANGE PIPE CAP
- BLM BUREAU OF LAND MANAGEMENT
- MES MITERED END SECTION
- (MW) MONITORING WELL
- PS PARKING SPACE(S)
- PPF PLASTIC PRIVACY FENCE
- (P) PLAT
- PWF POST & WIRE FENCE
- R RADIUS
- (R) RECORD
- SV SEWER VALVE
- SQ.FT. SQUARE FEET
- TB TELEPHONE BOX
- TR TELEPHONE RISER
- TSB TRAFFIC SIGNAL BOX
- TSP TRAFFIC SIGNAL POLE
- TF TRANSFORMER
- UB UTILITY BOX
- UL UTILITY LID
- WM WATER METER
- WV WATER VALVE
- WPF WOOD PANEL FENCE
- ADJOINER LINES
- BOUNDARY
- BUILDING
- CENTER LINE
- CHAINLINK FENCE
- METAL FENCE
- OHU OVERHEAD UTILITY LINE
- PLASTIC FENCE
- SECTION LINES
- WOOD PANEL FENCE
- ZONING SETBACK
- CS 18521 COUNTY SURVEY

NOTE:
TREES 6" DBH OR LARGER SHOWN

VERTICAL DATUM

ELEVATIONS ARE BASED A DISK SET IN TOP OF CONCRETE STAMPED Y 370 1942. LOCATED 230 FEET SOUTHWEST OF R.R. CROSSING, 57' WEST OF CENTER LINE OF ROAD. ELEVATION = 4220.98' (NAVD88)

1" = 20'
GRAPHIC SCALE
0 10' 20' 40'

THIS SURVEY WAS COORDINATED, NOT PERFORMED, BY PARTNER. SURVEY OBTAINED FROM AND CERTIFIED TO BY A PROFESSIONAL SURVEYOR LICENSED TO PRACTICE IN THE SAME STATE THE SUBJECT PROPERTY IS LOCATED

SHEET 2 OF 2

2021 ALTA/NSPS LAND TITLE SURVEY

53290 HUNTINGTON ROAD ALTA

SITE ADDRESS

53290 HUNTINGTON ROAD
LA PINE, OR 97739
DESCHUTES

PARTNER PROJECT NUMBER: 24-442878.2

COORDINATED BY

PARTNER
CORPORATE OFFICE
2154 Torrance Boulevard
Torrance, CA 90501
Phone: 888-213-7479
ALTA@partneresi.com
www.partneresi.com

DATE	REVISIONS	DRAWN BY: GWM	DRAWING SCALE: 1" = 20'
.	.	CHECKED BY: JS	JOB NO.: 24-113
.	.	FILENAME: 240722-24113 ALTA TOPO.DWG	
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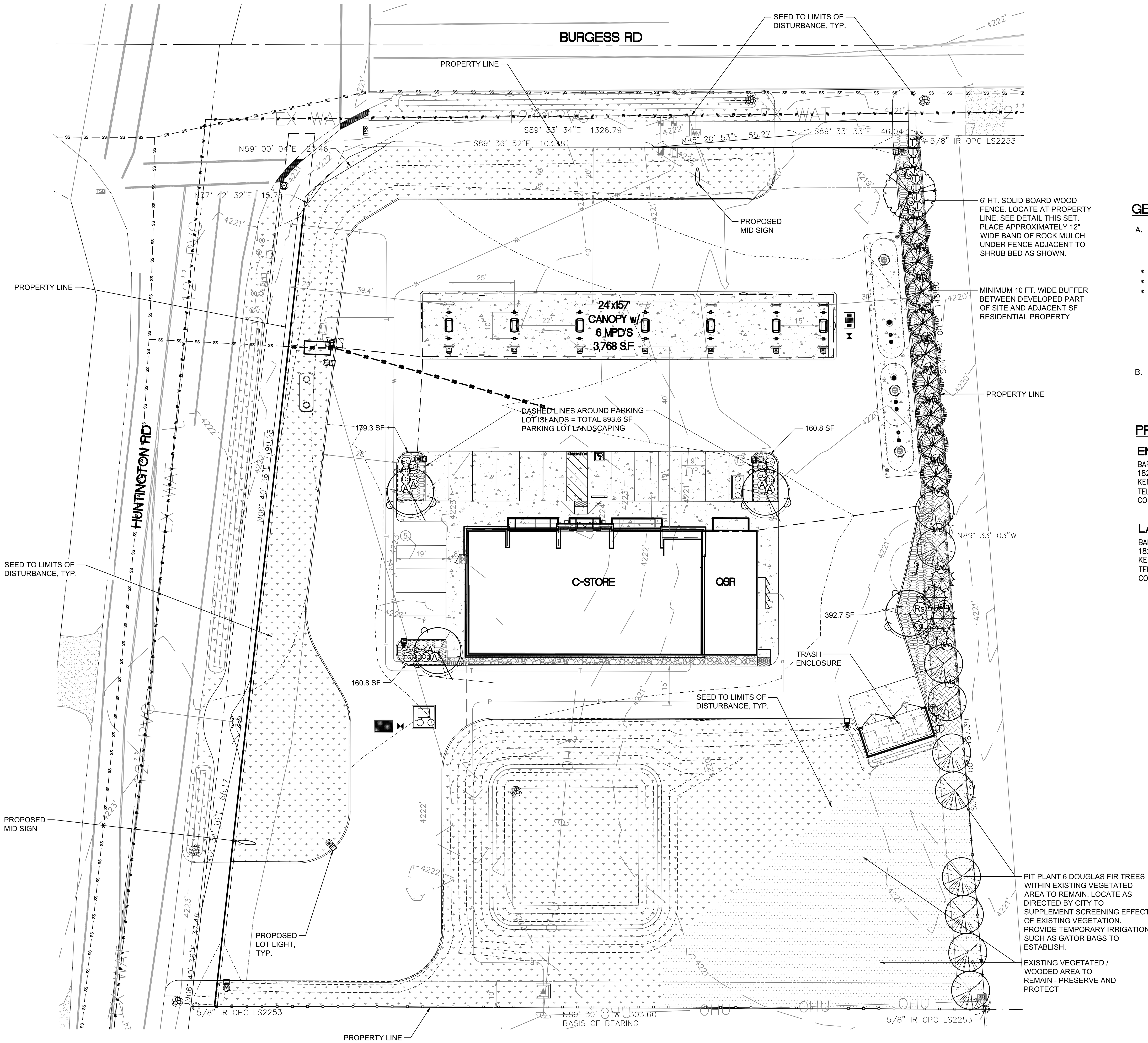
.	.		
.	.		
.	.		

SURVEYED BY

H.A. McCOY ENGINEERING & SURVEYING
CONTACT: HAYES McCOY
1180 SW LAKE ROAD SUITE 201
REDMOND, OR 97756
PH: 541-923-7554

PRELIMINARY LANDSCAPE PLAN

Know what's below.
Call before you dig.
Dial 811
Or 1-800-332-2344



GENERAL NOTES:

A. THIS PLAN SET FOR LANDSCAPE IMPROVEMENTS SHALL BE USED IN CONJUNCTION WITH THE FOLLOWING PLANS ALSO PREPARED FOR THIS PROJECT AND SITE:
  * SITE SURVEY
  * CIVIL ENGINEERING PLANS
  * ARCHITECTURAL PLANS

  IF DISCREPANCIES ARE FOUND BETWEEN THIS PLAN SET AND THOSE REFERENCED ABOVE, SUCH DISCREPANCIES SHALL BE COORDINATED WITH BARGHAUSEN CONSULTING ENGINEERS, INC. AND RESOLVED PRIOR TO CONSTRUCTION ACTIVITIES.

B. ALL PROPOSED PLANTINGS SHALL BE IRRIGATED WITH A WATER-WISE AUTOMATIC IRRIGATION SYSTEM.

PROJECT CONTACTS:

ENGINEER:

BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE. SOUTH
KENT, WA 98032
TEL: (425) 251-6222
CONTACT: CHRIS JENSEN, P.E.
CJENSEN@BARGHAUSEN.COM

LANDSCAPE ARCHITECT:

BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE. SOUTH
KENT, WA 98032
TEL: (425) 251-6222
CONTACT: JEFFREY VARLEY, P.L.A.
JVARLEY@BARGHAUSEN.COM

PROJECT DATA:

LOCATION: SEC BURGESS RD @ HUNTINGTON RD LA PINE, OREGON 97739

PARCEL AREA: ±87,914 S.F. (2.02 AC)

LANDSCAPING:

OVERALL LANDSCAPING: 15% OF PARCEL AREA (13,187 SF)
PERIMETER LANDSCAPING: 10 FEET (EAST) SCREENING TYPE PLANTING OR OTHER APPROVED LANDSCAPED PLANTER STRIP MAY BE REQUIRED BETWEEN THE PARKING AREA AND THE R.O.W.
INTERIOR LANDSCAPING: 16 SF PLANTER AT ENDS OF PARKING ROWS

SNOW STORAGE AREAS:

- SNOW STORAGE AREAS MUST BE DESIGNATED ON A SITE PLAN. THE AREAS MUST TOTAL A MINIMUM OF 15 PERCENT OF THE AREA TO BE CLEARED, INCLUDING ALL ACCESS DRIVES, PARKING AREAS, AND WALKWAYS.
- SNOW STORAGE IS NOT PERMITTED ON LANDSCAPED AREAS, EXCEPT WHERE THESE AREAS ARE LIMITED TO GRASS OR ROCK COVER. SNOW STORAGE MAY BE PERMITTED IN PARKING AREAS, PROVIDED THAT THE SITE CAN STILL ACCOMMODATE ENOUGH PARKING SPACES TO MEET MINIMUM OFF-STREET PARKING REQUIREMENTS IN WINTER MONTHS. PARKING SPACES THAT ARE LOCATED IN SNOW STORAGE AREAS DO NOT COUNT TOWARD THE MAXIMUM PARKING SPACE REQUIREMENTS. IT IS ENCOURAGED THAT SNOW STORAGE AREAS BE LOCATED AWAY FROM PUBLIC VIEW AND THAT ADDITIONAL IMPERVIOUS SURFACE AREAS ARE NOT CREATED FOR THE SOLE PURPOSE OF SNOW STORAGE.

AREA OF SNOW REMOVAL: +/-48,976 SF
STORAGE AREA REQ'D: +/-48,976 X 0.15 = +/-7,346 SF
STORAGE AREA PROVIDED: 7,948 SF SHOWN IN LANDSC. PLAN

PARKING:

NO. OF SPACES PROVIDED: 22 SPACES

CLIENT: bp ARCO BP WEST COAST PRODUCTS, LLC

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

NO.	DATE	REVISION DESCRIPTION
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SEAL: REGISTERED LANDSCAPE ARCHITECT OREGON — Not for Construction
SIGNED 11/1/24

DEVELOPMENT INFORMATION:
ARCO NTI
4300 SF C-STORE
FUEL CANOPY w/6 MPD's
MULTI-BAY CAR WASH
1000 SF QSR

SITE ADDRESS:
SEC BURGESS RD
@ HUNTINGTON ROAD
LA PINE, OREGON

FACILITY #TBD

DESIGNED BY:	LRP	ALLIANCE Z&DM:	
CHECKED BY:	JMV	BP REPM:	
DRAWN BY:	JMV	ALLIANCE PM:	
VERSION:	9/20/2024	PROJECT NO:	23409

DRAWING TITLE: **PRELIMINARY LANDSCAPE PLAN**

SHEET NO: **L-1**

ARCO La Pine OR   JVARLEY   Xref: 23409   Scale:1" = 1'

Preliminary Not For Construction

Know what's below.
Call before you dig.
Dial 811
Or 1-800-332-2344

PLANT SCHEDULE + LEGEND

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT.	SIZE	WATER USE	ORIGIN	QTY
DECIDUOUS TREES						
	ACER X FREEMANII `SCARSEN` / SCARLET SENTINEL® RED MAPLE BRANCHED AT 5 FT	B & B	1.5" CAL.	LOW	ADAPTIVE	4
	AMELANCHIER X GRANDIFLORA `AUTUMN BRILLIANCE` / AUTUMN BRILLIANCE APPLE SERVICEBERRY BRANCHED AT 5 FT.	B & B	1.5" CAL	LOW	NATIVE	1
EVERGREEN TREES						
	CALOCEDRUS DECURRENS / INCENSE CEDAR	B & B	6` MIN. HT.	LOW	ADAPTIVE	4
	PINUS FLEXILIS `VANDERWOLF`S PYRAMID` / VANDERWOLF`S PYRAMID LIMBER PINE	B & B	6` MIN. HT.	LOW	NATIVE	9
	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	B & B	6` MIN. HT.	LOW	NATIVE	10

SYMBOL	BOTANICAL / COMMON NAME	CONT.	WATER USE	ORIGIN	FOLIAGE	SPACING	QTY
DECIDUOUS SHRUBS							
Rs	RIBES SANGUINEUM / RED FLOWERING CURRANT	1 GAL.	LOW	NATIVE		59" o.c.	1
Ro	ROSA RUGOSA 'HANSA' / HANSA ROSE	1 GAL.	LOW	NATIVE		36" o.c.	6
EVERGREEN SHRUBS							
A	AZALEA X `HINO CRIMSON` / HINO CRIMSON AZALEA	1 GAL.	LOW	ADAPTIVE		42" o.c.	6
EG	EUONYMUS FORTUNEI `EMERALD GAIETY` / EMERALD GAIETY WINTERCREEPER	1 GAL.	LOW	ADAPTIVE		42" o.c.	10
Ma	MAHONIA AQUIFOLIUM / OREGON GRAPE	1 GAL.	LOW	NATIVE		54" o.c.	7
Os	MAHONIA AQUIFOLIUM `COMPACTA` / COMPACT OREGON GRAPE	1 GAL.	LOW	NATIVE		42" o.c.	9
T	THUJA OCCIDENTALIS `SMARAGD` / EMERALD GREEN ARBORVITAE	1 GAL.	MEDIUM	ADAPTIVE		42" o.c.	12
Vo	VACCINIUM OVATUM / EVERGREEN HUCKLEBERRY	1 GAL.	LOW	NATIVE		54" o.c.	7
GROUND COVERS							
	ARCTOSTAPHYLOS UVA-URSI / KINNIKINNICK	1 GAL.	LOW	NATIVE		30" o.c.	222
	GAULTHERIA SHALLON / SALAL	1 GAL.	LOW	NATIVE		30" o.c.	127

SUNMARK SEEDS INTERNATIONAL, INC.
PO Box 1210
Fairview OR 97024
503-241-7333
888-214-7333

NATIVE UPLANDS

Sunmark Native Uplands Mix

Acres: 1
Quantity: 43.71 lbs.

Botanical Name	Common Name	% by Weight	Seeds per lb. of Mix	Seeds per lb.	Actual % by Seed Size	Seeding Rate per acre	Lbs. Needed
Elymus glaucus	Blue Wildrye	50.00%	55000	110,000	9.24%	21.9	50%
Festuca rubra rubra	Native Red Fescue	30.00%	150000	500,000	25.21%	13.1	30%
Bromus carnatius	California Brome	10.00%	10000	100000	1.68%	4.4	10%
Agrostis exarata	Spike Bentgrass	10.00%	380000	3800000	63.87%	4.4	10%
	TOTALS:	**100.00%**	**595000**		**100.00%**	**43.71**	**100%**

Seeding Rate
1.00 PLS lbs. per 1000 sq. ft.
43.71 PLS lbs. per acre

Uplands is an excellent native dryland mixture that is easy to establish and maintain. This mix is a simple combination of drought-tolerant native grasses that, once established, will provide cover and erosion protection for many years.

HYDROSEED MIX

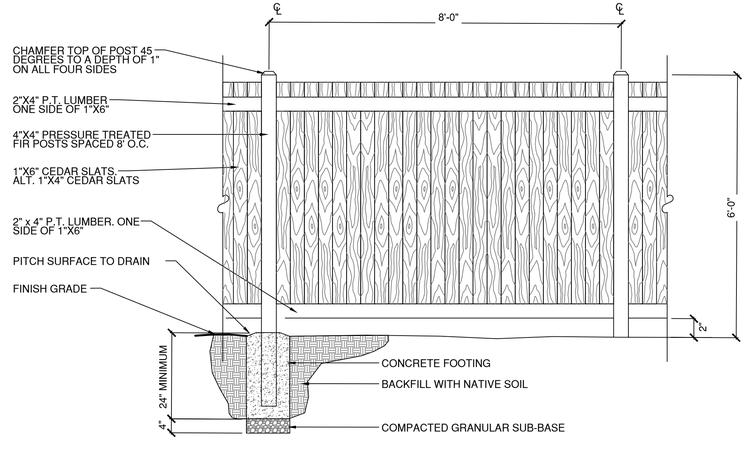
NOT TO SCALE

LANDSCAPE LEGEND

SYM.	DESCRIPTION	QUANTITY
	EXISTING EVERGREEN TREE TO BE RETAINED - PROTECT DURING CONSTRUCTION. TEXT INDICATES TREE SIZE.	----
	HYDROSEEDED GRASS DROUGHT RESISTANT SPECIES: SUNMARK "NATIVE UPLANDS"SEED MIX (SEE DESCRITION ON SHEET L2); SEEDING RATE: 1.00 PLS LBS. PER MSF, 43.71 PLS LBS. PER ACRE; TACKIFIER, MULCH, FERTILIZER, AND ANY NECESSARY NURSE SEED TO BE DETERMINED AND SHALL CONFORM TO MANUFACTURER`S RECOMMENDATIONS. OWNER TO PROVIDE SITE CONSTRUCTION AND HYDROSEED SCHEDULE TO LANDSCAPE ARCHITECT IN ORDER TO DEVELOP AN OVERALL SEEDING STRATEGY AND TO SPECIFY CORRECT QUANTITIES OF MATERIALS RELATED TO THE INSTALLATION OF HYDROSEED AND ASSOCIATED PRODUCTS AND MATERIALS. IF HYDROSEED IS TO BE APPLIED BETWEEN OCTOBER 1 AND MARCH 30, ADDITIONAL QUANTITIES OF MATERIALS MAY BE NECESSARY FOR ADEQUATE COVERAGE AND GERMINATION OF THE SEED SPECIES.	19,198 SF
	STONE MULCH 4" DEPTH OF 0.75" TO 1.25" DIAMETER ROUNDED WASHED DRAIN ROCK OR APPROVED EQUAL INSTALLED OVER DEWITT 5OZ WEED BARRIER FABRIC; SPREAD THROUGHOUT AREAS SHOWN ON THE LANDSCAPE PLANS; 100% COVERAGE; STAPLE WEED BARRIER FABRIC TO SUB-GRADE PER MANUFACTURERS RECOMMENDATIONS.	568 SF
	EXISTING VEGETATION TO REMAIN PRESERVE AND PROTECT EXISTING VEGETATION TO REMAIN, TYP.	23,403 SF

PLANT SCHEDULE NOTES

1. ALL TREES SHALL BE FULL, WELL BRANCHED AND SYMMETRICAL WITH STRONG, STRAIGHT, UNCUT CENTRAL LEADER.
2. CONIFERS SHALL BE FULL TO BASE, AND SHALL BE INSTALLED PER CONFER TREE PLANTING DETAIL IN THIS DRAWING SET.
3. PARKING LOT TREES SHALL BE MATCHED SPECIMENS AND SHALL BE INSTALLED PER DECIDUOUS TREE PLANTING DETAIL IN THIS DRAWING SET.
4. STAKE AND GUY ALL TREES FOR ONE GROWING SEASON.
5. REMOVE ALL WEEDS FROM PLANT ROOT BALLS AND CONTAINERS PRIOR TO PLANTING.
6. ALL GROUNDCOVERS SHALL BE WELL ROOTED WITH FULL TOP GROWTH, AND BE PLANTED WITH TRIANGULAR SPACING PER PLANT SPACING DETAIL IN THIS DRAWING SET. HOLD GROUNDCOVERS MINIMUM 16" FROM CURBS AND PAVED AREAS.
7. ALL SHRUBS AND FERNS SHALL BE WELL ROOTED, SYMMETRICAL, FULL AND BUSHY.
8. ALL PLANTS SHALL BE NURSERY GROWN, NOT COLLECTED.
9. ALL SOILS SHALL BE AMENDED PER CITY OF LA PINE REQUIREMENTS AND NOTES ON SHEET L3.
10. APPLY MINIMUM 2" DEPTH OF ORGANIC MULCH TO THE SURFACES OF ALL SHRUB & GROUNDCOVER BEDS. SEE LANDSCAPE NOTES ON L3. MINIMUM DEPTH SHALL BE MAINTAINED AFTER SETTLEMENT AND THROUGH THE GUARANTEE PERIOD.
11. ALL PROPOSED PLANTED AREAS SHALL BE IRRIGATED WITH A WATER-WISE AUTOMATIC IRRIGATION SYSTEM. PLANTING WITHIN THE STREET R.O.W. SHALL BE ZONED SEPARATELY. PLANT BEDS SHALL BE ZONED SEPARATELY ACCORDING TO LOCAL ENVIRONMENTAL CONDITIONS INCLUDING SUN / SHADE, REFLECTED HEAT FROM PARKING LOTS, ETC..
12. MAINTAIN ALL NEW PLANTS AND GRASS AREAS IN A HEALTHY CONDITION THROUGH THE ONE YEAR GUARANTEE PERIOD.



SOLID BOARD WOOD FENCE

NOT TO SCALE

Preliminary Not For Construction

CLIENT: bp / ARCO
BP WEST COAST PRODUCTS, LLC

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

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SEAL: REGISTERED LANDSCAPE ARCHITECT JEFFREY L. MARTIN OREGON EXPIRES: 12/31/2025 — Not for Construction

SIGNED 11/1/24

DEVELOPMENT INFORMATION:
ARCO NTI
4300 SF C-STORE FUEL CANOPY w/6 MPD's MULTI-BAY CAR WASH 1000 SF QSR

SITE ADDRESS:
SEC BURGESS RD
@ HUNTINGTON ROAD
LA PINE, OREGON

FACILITY #TBD

DESIGNED BY:	LRP	ALLIANCE ZADM:	
CHECKED BY:	JMV	BP REPM:	
DRAWN BY:	JMV	ALLIANCE PM:	
VERSION:	9/20/2024	PROJECT NO:	23409

DRAWING TITLE:
PLANT SCHEDULE & LEGEND

SHEET NO:
L-2

ARCO La Pine OR JVARLEY Xref: 23409 Scale:1" = 1'

LANDSCAPE NOTES + DETAILS

LANDSCAPE PLANTING NOTES AND MATERIALS

SCOPE OF WORK

FURNISH ALL MATERIALS, LABOR, EQUIPMENT AND RELATED ITEMS NECESSARY TO ACCOMPLISH TOPSOIL, TREATMENT AND PREPARATION OF SOIL, FINISH GRADING, PLACEMENT OF SPECIFIED PLANT MATERIALS, FERTILIZER, STAKING, MULCH, CLEAN-UP, DEBRIS REMOVAL, AND 30-DAY MAINTENANCE.

QUALIFICATIONS:
LANDSCAPE CONTRACTOR TO BE SKILLED AND KNOWLEDGEABLE IN THE FIELD OF WORK AND HAVE A MINIMUM OF FIVE (5) YEAR'S EXPERIENCE INSTALLING SIMILAR WORK. CONTRACTOR TO BE LICENSED TO PERFORM THE WORK SPECIFIED WITHIN THE PRESIDING JURISDICTION.

JOB CONDITIONS:
IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE SITE AND REPORT ANY DISCREPANCIES TO THE OWNER OR THE OWNER'S REPRESENTATIVES. ALL PLANT MATERIAL AND FINISH GRADES ARE SUBJECT TO APPROVAL BY THE OWNER.

PROTECTION:
SAVE AND PROTECT ALL EXISTING PLANTINGS SHOWN TO REMAIN. DO NOT PLANT UNTIL OTHER CONSTRUCTION OPERATIONS WHICH CONFLICT HAVE BEEN COMPLETED. IF AN IRRIGATION SYSTEM IS TO BE INSTALLED DO NOT PLANT UNTIL THE SYSTEM HAS BEEN INSTALLED, TESTED, AND APPROVED BY THE OWNER. HANDLE PLANTS WITH CARE - DO NOT DAMAGE OR BREAK ROOT SYSTEM, BARK, OR BRANCHES. REPAIR AND/OR REPLACE ITEMS DAMAGED AS A RESULT OF WORK, OR WORK NOT IN COMPLIANCE WITH PLANS AND SPECIFICATIONS, AS DIRECTED BY OWNER AT NO ADDITIONAL COST TO THE OWNER.

REPAIR OF EXISTING PLANTINGS:
DURING THE COURSE OF WORK, REPAIR ALL EXISTING PLANTING AREAS BY PRUNING DEAD GROWTH, RE-ESTABLISHING FINISH GRADE AND RE-MULCHING TO SPECIFIED DEPTH.

GUARANTEE:
GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE YEAR FROM DATE OF FINAL ACCEPTANCE OF THE JOB BY OWNER.

30-DAY MAINTENANCE:
CONTRACTOR TO PROVIDE OWNER WITH A SCOPE OF WORK AT TIME OF INITIAL PROJECT BID TO PROVIDE LANDSCAPE AND IRRIGATION MAINTENANCE FOR 30 DAYS FOLLOWING STORE OPENING. WORK TO INCLUDE MAINTENANCE AS DESCRIBED BELOW, IN PLANTING AND IRRIGATION MAINTENANCE.

SUBMITTALS:
SUBMIT THE FOLLOWING TO THE LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO THE START OF ANY WORK:
- A) DOCUMENTATION THAT ALL PLANT MATERIAL HAS BEEN ORDERED.
- B) TOPSOIL ANALYSIS AND RECOMMENDED AMENDMENTS.
- C) TREE STAKING AND GUYING MATERIALS.
- D) ONE (1) QUART SIZE OF TOPSOIL AND MULCH.
- E) PLANTING SCHEDULE INCLUDING DATES AND TIMES.
- F) MAINTENANCE INSTRUCTIONS FOR ONE (1) FULL YEAR.

MATERIALS:

PLANT MATERIALS:
PLANT MATERIALS TO BE GRADE NO. 1, SIZED IN ACCORDANCE WITH (AAN) AMERICAN STANDARDS FOR NURSERY STOCK (ANSI Z60.1-2004). PRUNE PLANTS RECEIVED FROM THE NURSERY ONLY UPON AUTHORIZATION BY THE LANDSCAPE ARCHITECT. "B & B" INDICATES BALLED AND BURLAPPED; "CONT." INDICATES CONTAINER; "BR" INDICATES BARE ROOT; "CAL" INDICATES CALIPER AT 6" ABOVE SOIL LINE; "GAL" INDICATES GALLON.
- A) SPECIFIED PLANT CANOPY SIZE OR CALIPER IS THE MINIMUM ACCEPTABLE CONTAINER OR BALL SIZE AND ESTABLISHES MINIMUM PLANT CONDITION TO BE PROVIDED.
- B) QUALITY:
  PLANT MATERIAL TO COMPLY WITH STATE AND FEDERAL LAWS FOR DISEASE INSPECTION, PLANTS TO BE FULLY LIVE, VIGOROUS, WELL FORMED, WITH WELL DEVELOPED FIBROUS ROOT SYSTEMS. ROOT BALLS OF PLANTS TO BE SOLID AND FIRMLY HELD TOGETHER, SECURELY CONTAINED AND PROTECTED FROM INJURY AND DESICCATION. PLANTS DETERMINED BY LANDSCAPE ARCHITECT TO HAVE BEEN DAMAGED; HAVE DEFORMITIES OF STEM, BRANCHES, OR ROOTS; LACK SYMMETRY, HAVE MULTIPLE LEADERS OR "Y" CROTCHES LESS THAN 30 DEGREES IN TREES, OR DO NOT MEET SIZE OR ANSI STANDARDS WILL BE REJECTED. PLANT MATERIAL TO BE FROM A SINGLE NURSERY SOURCE FOR EACH SPECIFIED SPECIES/HYBRID. NURSERY SOURCES TO BE THOSE LOCATED IN THE SAME REGION AS THE JOB SITE.
- C) SUBSTITUTION:
  NO SUBSTITUTION OF PLANT MATERIAL, SPECIES OR VARIETY, WILL BE PERMITTED UNLESS WRITTEN EVIDENCE IS SUBMITTED TO THE OWNER FROM TWO QUALIFIED PLANT BROKERAGE OFFICES. SUBSTITUTIONS WHICH ARE PERMITTED TO BE IN WRITING FROM THE OWNER AND LANDSCAPE ARCHITECT. THE SPECIFIED SIZE, SPECIES AND NEAREST VARIETY, AS APPROVED, TO BE FURNISHED. SUBSTITUTIONS MAY REQUIRE SUBMITTAL TO REVISED LANDSCAPE PLAN TO CITY FOR APPROVAL.
- D) LABEL AT LEAST ONE (1) TREE, SHRUB, AND GROUNDCOVER OF EACH VARIETY WITH A SECURELY ATTACHED WATERPROOF TAG BEARING LEGIBLE DESIGNATION OF BOTANICAL AND COMMON NAMES.
- E) DELIVER PLANT MATERIAL AFTER PREPARATION OF PLANTING AREAS HAVE BEEN COMPLETED AND PLANT IMMEDIATELY. IF PLANTING IS DELAYED MORE THAN SIX (6) HOURS AFTER DELIVERY, SET MATERIAL IN SHADE, PROTECT FOR WEATHER AND MECHANICAL DAMAGE, AND KEEP ROOT BALLS MOIST BY COVERING WITH MULCH, BURLAP OR OTHER ACCEPTABLE MEANS OF RETAINING MOISTURE.

SOIL PREPARATION:
TOPSOIL, AMENDMENT, AND BACKFILL, ARE GENERAL REQUIREMENTS FOR ALL LANDSCAPE AREAS, UNLESS NOTED OTHERWISE ON THE PLANS. SOIL AMENDMENTS AND FERTILIZER NOTED BELOW ARE TO BE USED FOR BID PRICE BASIS ONLY. SPECIFIC AMENDMENTS AND FERTILIZERS WILL BE MADE AFTER SOIL SAMPLES ARE LABORATORY TESTED BY THE CONTRACTOR. PROVIDE CHANGE ORDER FOR ADDITIONAL OR REDUCTION OF MATERIALS REQUIRED OR NOT REQUIRED BY THE SOILS REPORT.

SOIL FERTILITY AND AGRICULTURAL SUITABILITY ANALYSIS:
AFTER ROUGH GRADING AND PRIOR TO SOIL PREPARATION, CONTRACTOR TO OBTAIN TWO REPRESENTATIVE SOIL SAMPLES, FROM LOCATIONS AS DIRECTED BY THE LANDSCAPE ARCHITECT, TO A SOIL TESTING LABORATORY. SUBMIT RESULTS TO LANDSCAPE ARCHITECT FOR REVIEW. TESTS TO INCLUDE FERTILITY AND SUITABILITY ANALYSIS WITH WRITTEN RECOMMENDATIONS FOR SOIL AMENDMENT, FERTILIZER, CONDITIONERS, APPLICATION RATES, AND POST-CONSTRUCTION MAINTENANCE PROGRAM. TESTS TO BE CONTRACTED WITH AND PAID FOR BY THE CONTRACTOR.

A) TOPSOIL:
CONTRACTOR IS RESPONSIBLE FOR SUPPLYING ALL TOPSOIL AND FOR DETERMINING THE VOLUME OF TOPSOIL REQUIRED PER THE INFORMATION ON PLANS AND NOTED HERE-IN. CONTRACTOR IS RESPONSIBLE FOR ANY NECESSARY WEED CONTROL RESULTING FROM CONTAMINATED OFF SITE SOURCES.

B) TOPSOIL TO CONSIST OF 1/3 BY VOLUME SANDY LOAM, 1/3 BY VOLUME COMPOSTED GARDEN MULCH, AND 1/3 BY VOLUME COARSE WASHED SAND OR EQUIVALENT.

C) TOPSOIL PREPARATION AND INSTALLATION:
1. VERIFY SUBGRADES TO -7 INCHES IN LANDSCAPE AREAS OR AS INDICATED ON PLANS. THIS ACCOMMODATES TOPSOIL, AMENDMENTS, AND MULCH. 4" IMPORTED TOPSOIL FOR LANDSCAPE BEDS.
2. ERADICATE ANY SURFACE VEGETATION ROOTED IN THE SUB-GRADE PRIOR TO SUB-GRADE PREPARATION.
3. REMOVE SOIL LUMPS, ROCK, VEGETATION AND/OR DEBRIS LARGER THAN 2 INCHES FROM ALL SUB-GRADE PRIOR TO PLACEMENT OF SPECIFIED TOPSOIL.
4. REMOVE ANY ASPHALT EXTENDING BEYOND 6 INCHES FROM CURBS INTO ADJACENT LANDSCAPE AREAS.

D) TOPSOIL PLACEMENT:
1. PROVIDE A TOTAL FINISH COURSE OF 6 INCHES OF TOPSOIL FOR LANDSCAPE AREAS.
2. PLACE ADDITIONAL TOPSOIL AND SOIL MIX AS REQUIRED TO MEET FINISH ELEVATIONS.

ORGANIC MULCH (TOPDRESSING):
MEDIUM HEM-FIR BARK MULCH

STONE MULCH (TOPDRESSING):
PROVIDE STONE MULCH AND WEED BARRIER FABRIC AS DESCRIBED IN THE LANDSCAPE LEGEND.

STAKES:
2-INCH DIAMETER BY 8-FOOT MINIMUM LODGEPOLE PINE STAKES.

GUY MATERIAL:
1-INCH WIDE POLYETHYLENE CHAIN LOCK TYPE TIES; OR, 3/8" DIAMETER RUBBER. NO WIRE.

EXECUTION:

CONTAMINANTS:
VERIFY THAT ALL SOIL CONTAMINANTS (E.G., PAINT, SEALANTS, SOLVENTS, OILS, GREASES, CONCRETE/ASPHALT SPOILS, ETC.) HAVE BEEN SATISFACTORY REMOVED FROM ALL PLANTING AREAS. DO NOT BEGIN WORK UNTIL UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED.

FINISH GRADES:
FINE GRADE AND REMOVE ROCKS, DEBRIS, AND FOREIGN OBJECTS OVER 2 INCHES DIAMETER FROM TOP SURFACE OF PREPARED LANDSCAPE AREAS. FINISH ELEVATIONS TO BE DEFINED AS 3 INCHES BELOW CURBS, WALKS AND/OR OTHER ADJACENT HARDSCAPE FOR ALL PLANTING BED AREAS AND 1-INCH BELOW CURBS, WALKS AND/OR OTHER ADJACENT HARDSCAPE FOR ALL LAWN AREAS. FINISH GRADE REFER TO GRADES PRIOR TO INSTALLATION OF MULCH OR LAWN. ALL FINISH GRADES TO BE SMOOTH EVEN GRADES, LIGHTLY COMPACTED, AS SHOWN ON THE PLAN AND DETAILED. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND STRUCTURES. SITE CIVIL DRAWINGS IDENTIFY FINAL ELEVATIONS. MOISTEN PREPARED AREAS BEFORE PLANTING IF SOIL IS DRY. WATER THOROUGHLY AND ALLOW SURFACE TO DRY BEFORE PLANTING. DO NOT CREATE MUDDY SOIL.

TREES AND SHRUBS:
ARRANGE TREES AND SHRUBS ON SITE IN PROPOSED LOCATIONS PER DRAWINGS. EXCAVATE PIT, PLANT AND STAKE OR GUY, AS CALLED OUT AND DETAILED. ALL TREES, SHRUBS, AND SUPPORTS TO STAND VERTICAL. BACKFILL SHALL BE PIT SPOILS. SETTLE BACKFILL USING WATER ONLY. NO MECHANICAL COMPACTION.

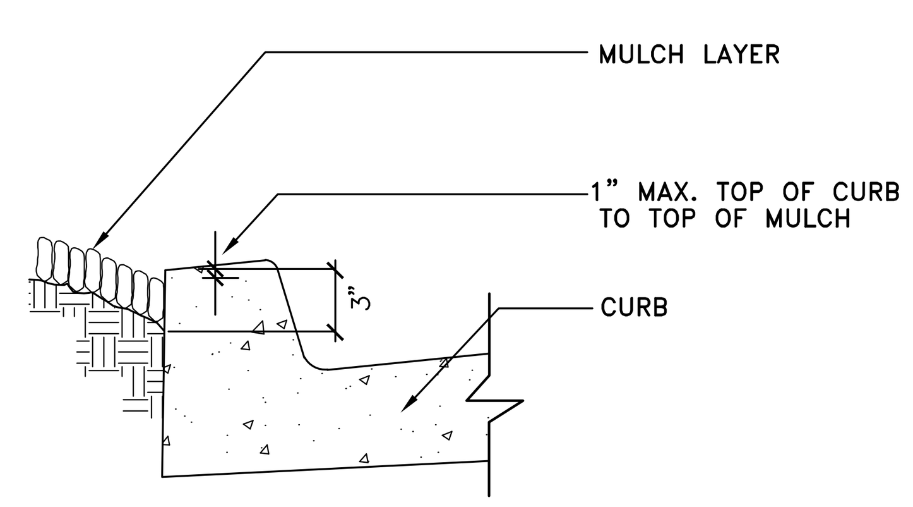
GROUNDCOVERS:
EXCAVATE PITS TO A MINIMUM OF 3 INCHES BELOW, AND TWICE THE ROOT BALL DIAMETER. WATER THOROUGHLY AND TAKE CARE TO ENSURE THAT ROOT CROWN IS AT PROPER GRADE, AS DETAILED.

ORGANIC MULCH (TOPDRESSING):
MULCH ALL LANDSCAPE AREAS. MATCH DEPTH OF EXISTING MULCH. APPLY SUFFICIENT QUANTITY TO PROVIDE A MINIMUM 2-INCH DEPTH AFTER SETTLEMENT. MAINTAIN MINIMUM DEPTH THROUGH FINAL COMPLETION OF THE PROJECT.

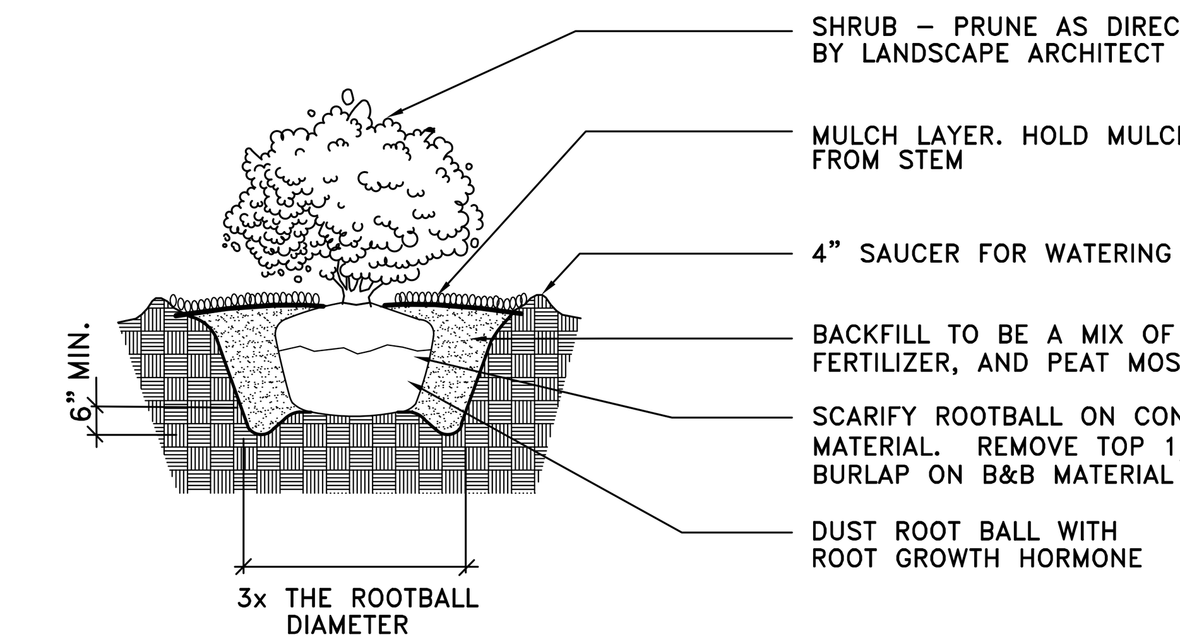
STONE MULCH (TOPDRESSING):
INSTALL STONE MULCH IN LANDSCAPE AREAS INDICATED IN PLAN AND DESCRIBED IN LANDSCAPE LEGEND.

CLEANUP AND PROTECTION:
DURING LANDSCAPE WORK, KEEP ALL PAVEMENT CLEAN AND WORK AREAS IN AN ORDERLY CONDITION. PROTECT LANDSCAPE WORK AND MATERIALS FROM DAMAGE DUE TO LANDSCAPE OPERATIONS AND TRESPASSERS. MAINTAIN PROTECTION DURING INSTALLATION AND MAINTENANCE PERIOD. TREAT, REPAIR, OR REPLACE DAMAGE LANDSCAPE WORK AS DIRECTED BY THE OWNER.

PLANTING MAINTENANCE:
PROVIDE FULL MAINTENANCE BY SKILLED EMPLOYEES OF LANDSCAPE INSTALLERS. CONTRACTOR TO MAINTAIN PLANTINGS THROUGH COMPLETED INSTALLATION, AND UNTIL ACCEPTANCE OF LANDSCAPE INSTALLATION. PLANTING MAINTENANCE TO INCLUDE WATERING, WEEDING, CULTIVATING, TIGHTENING AND REPAIRING OF TREE GUYS, RESETTING PLANTS TO PROPER GRADES OR POSITION, RE-ESTABLISHING SETTLED GRADES; AND MOWING LAWNS WEEKLY AFTER LAWN ESTABLISHMENT. HERBICIDE IS NOT RECOMMENDED FOR ONE YEAR FOLLOWING LANDSCAPE INSTALLATION. INCLUDED IS REPLACEMENT OF DEAD PLANTS AND PLANTS SHOWING LOSS OF 40 PERCENT OR MORE OF CANOPY.

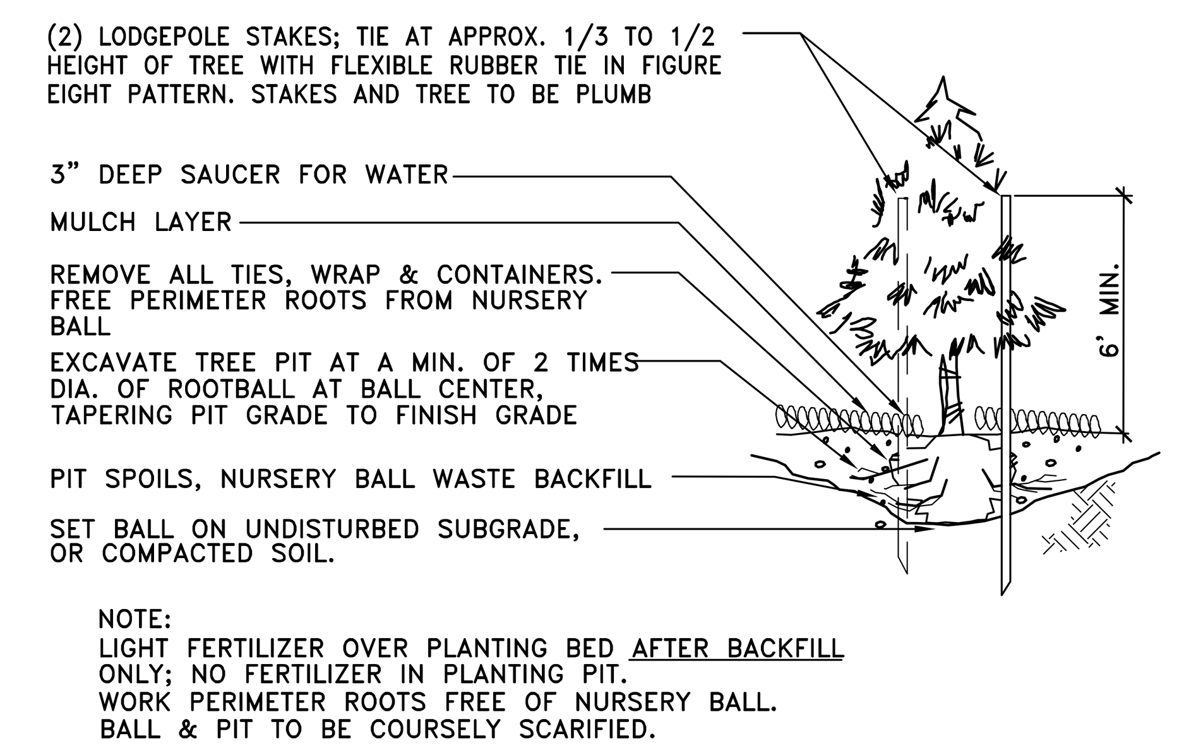


MULCH AT CURB DETAIL
NOT TO SCALE



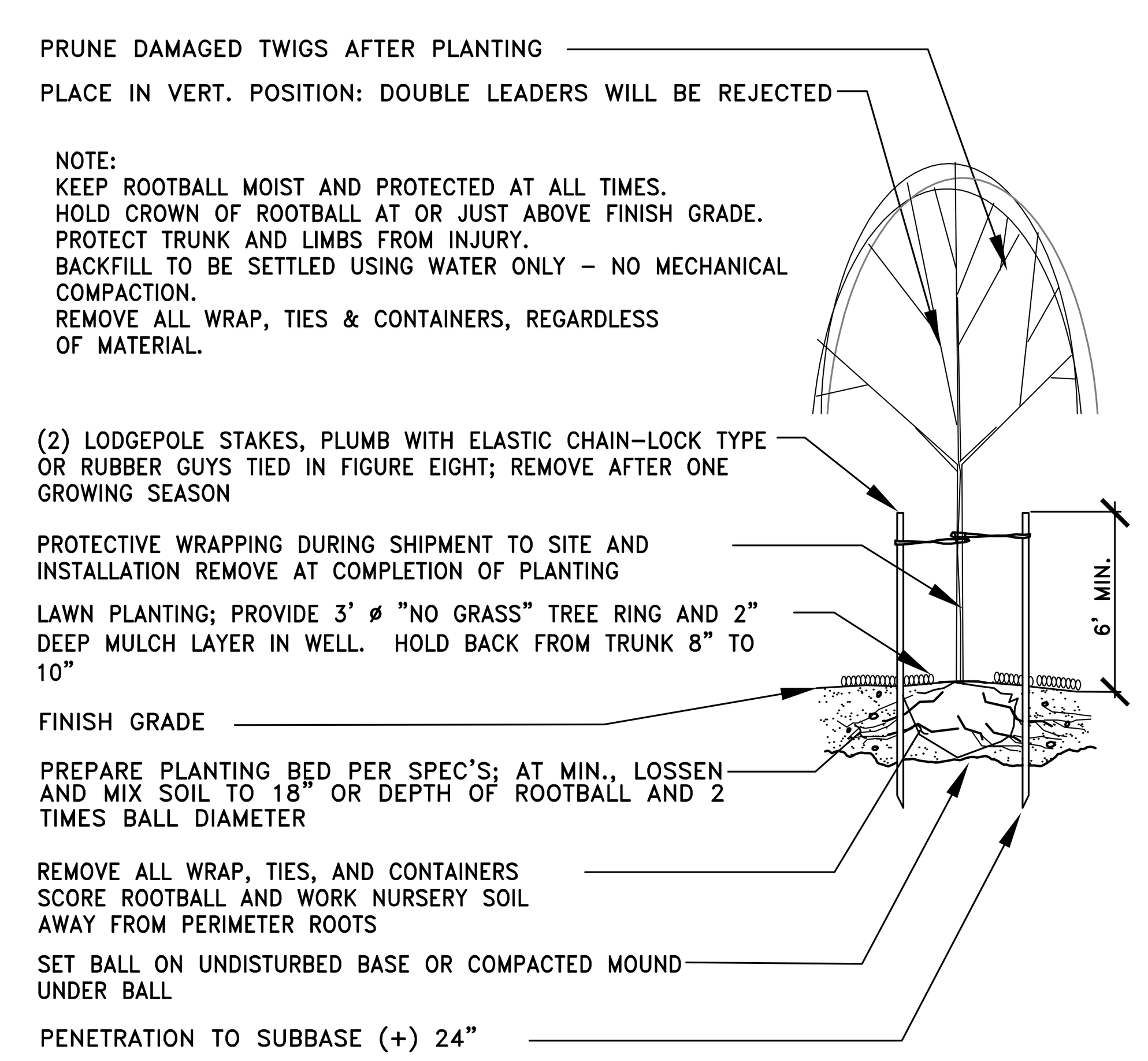
NOTE:
APPLY ADDITIONAL 4 OZ. 8-32-16 FERTILIZER INTO TOP 2" OF PLANTING MIX.
PLANT SHRUB HIGH ENOUGH TO ALLOW POSITIVE DRAINAGE AWAY FROM ROOTBALL. ROUGHEN ALL SURFACES OF PIT.
CUT AND REMOVE BURLAP FROM ROOT BALL

SHRUB PLANTING DETAIL
NOT TO SCALE



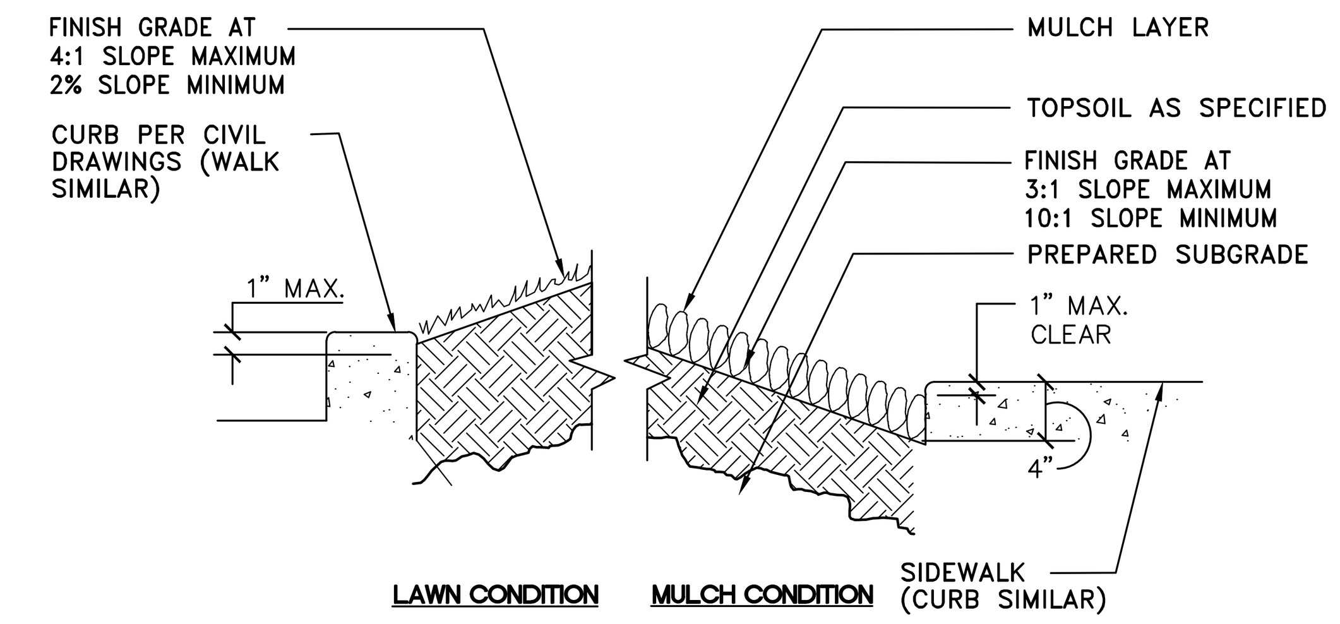
NOTE:
LIGHT FERTILIZER OVER PLANTING BED AFTER BACKFILL ONLY; NO FERTILIZER IN PLANTING PIT.
WORK PERIMETER ROOTS FREE OF NURSERY BALL.
BALL & PIT TO BE COURSELY SCARIFIED.

EVERGREEN TREE PLANTING/STAKING DETAIL
NOT TO SCALE

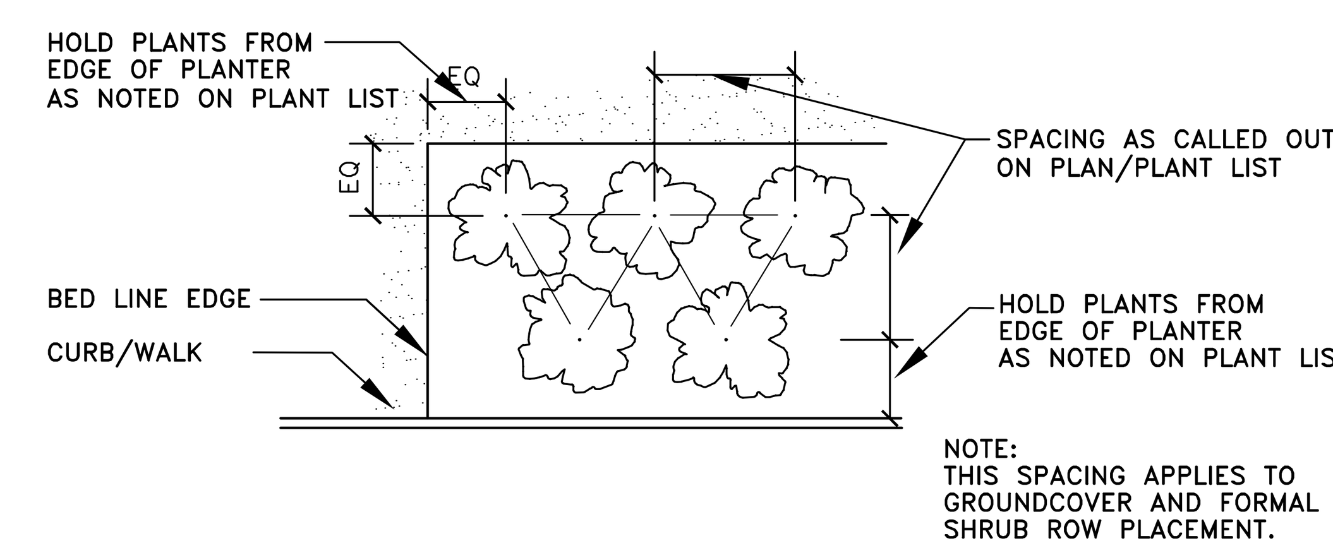


NOTE:
KEEP ROOTBALL MOIST AND PROTECTED AT ALL TIMES.
HOLD CROWN OF ROOTBALL AT OR JUST ABOVE FINISH GRADE.
PROTECT TRUNK AND LIMBS FROM INJURY.
BACKFILL TO BE SETTLED USING WATER ONLY - NO MECHANICAL COMPACTION.
REMOVE ALL WRAP, TIES & CONTAINERS, REGARDLESS OF MATERIAL.

DECIDUOUS TREE PLANTING/STAKING DETAIL
NOT TO SCALE

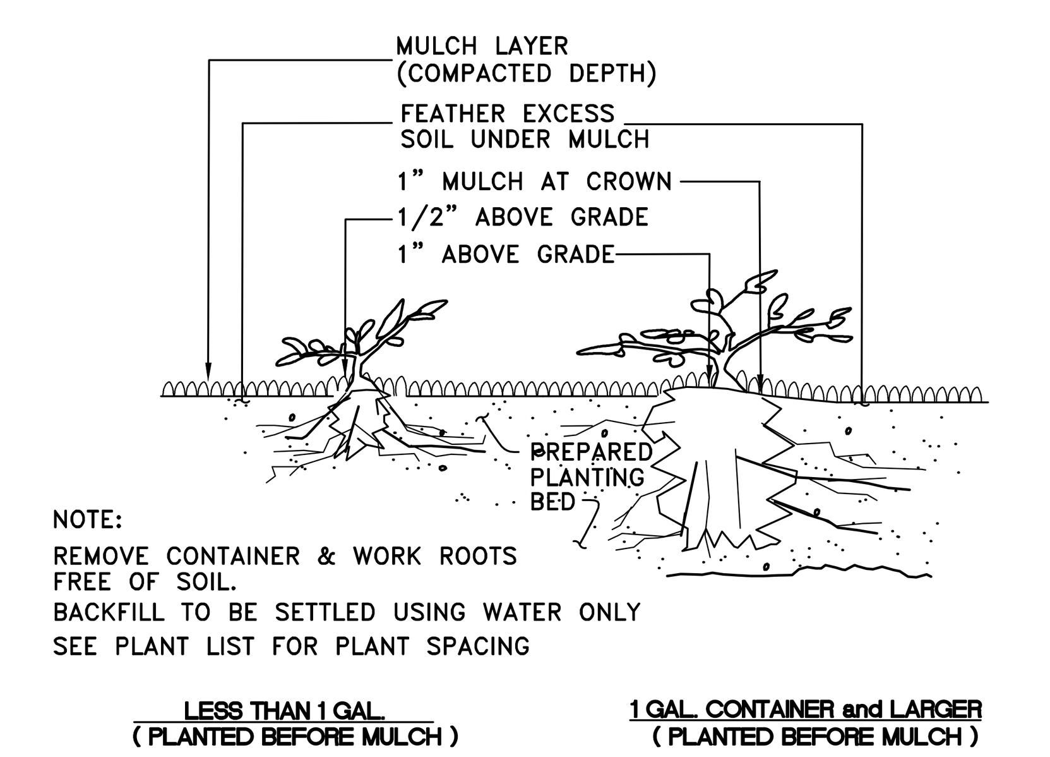


PLANTER SECTION DETAIL
NOT TO SCALE



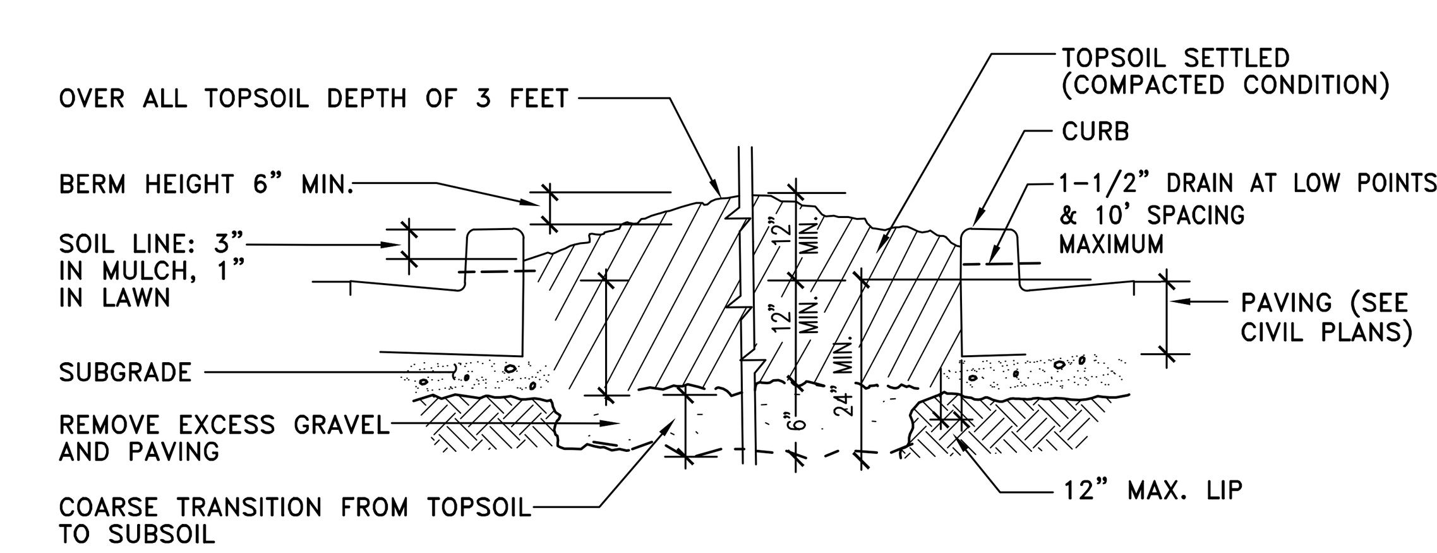
NOTE:
THIS SPACING APPLIES TO GROUNDCOVER AND FORMAL SHRUB ROW PLACEMENT.

PLANT MATERIAL SPACING DETAIL
NOT TO SCALE



NOTE:
REMOVE CONTAINER & WORK ROOTS FREE OF SOIL.
BACKFILL TO BE SETTLED USING WATER ONLY
SEE PLANT LIST FOR PLANT SPACING

GROUNDCOVER PLANTING DETAIL
NOT TO SCALE



NOTE:
OVER EXCAVATE PARKING LOT PLANTERS TO LOOSEN COMPACTED SUBBASE

SOIL DEPTH FOR PARKING LOT PLANTER DETAIL
NOT TO SCALE

DEDUCT ALT #1: IF LANDSCAPE CONTRACTOR CAN DEMONSTRATE THAT PLANTER ISLANDS ARE NOT FULL OF NON-SOIL MATERIALS (CONCRETE WASTE, LUMBER, ROAD BASE, GRAVEL), FULL EXCAVATION AND REPLACE WITH 18"-21" OF TOPSOIL CAN BE ELIMINATED AND IN ITS PLACE, 6" OF COMPOST CAN BE PLACED ON SUB-GRADE AND CULTIVATED INTO TOP 12" OF EXISTING SOIL. TOP OF FINISH GRADE AND DEPTH OF MULCH STILL APPLIES

Preliminary Not For Construction

CLIENT:
bp
ARCO
BP WEST COAST PRODUCTS, LLC

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

NO.	DATE	REVISION DESCRIPTION
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SEAL:
REGISTERED LANDSCAPE ARCHITECT
JEFFERY M. VARLEY
OREGON
Not for Construction
SIGNED 11/1/24

DEVELOPMENT INFORMATION:
ARCO NTI
4300 SF C-STORE
FUEL CANOPY w/6 MPD's
MULTI-BAY CAR WASH
1000 SF QSR

SITE ADDRESS:
SEC BURGESS RD
@ HUNTINGTON ROAD
LA PINE, OREGON

FACILITY #TBD

DESIGNED BY: LRP	ALLIANCE Z&DM:
CHECKED BY: JMV	BP REPM:
DRAWN BY: JMV	ALLIANCE PM:
VERSION: 9/20/2024	PROJECT NO: 23409

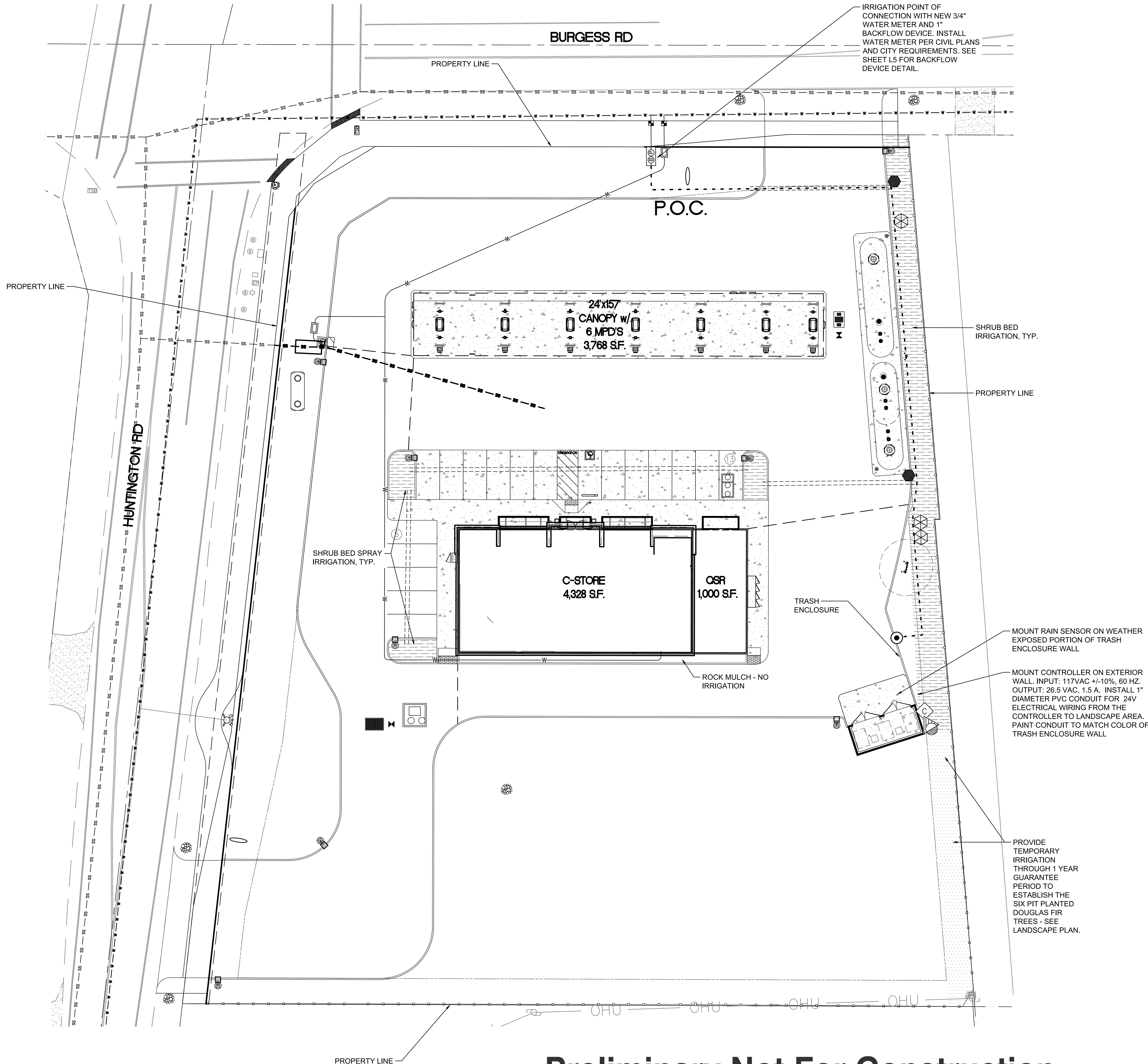
DRAWING TITLE:
LANDSCAPE NOTES & DETAILS

SHEET NO:
L-3

ARCO La Pine OR   JVARLEY   Xref: 23409   Scale:1" = 1'

PRELIMINARY IRRIGATION PLAN

Know what's below.
Call before you dig.
Dial 811
Or 1-800-332-2344



IRRIGATION LEGEND

DESCRIPTION

ON-SITE SHRUB/GROUNDCOVER BED: PERMANENT IRRIGATION
USE COMPONENTS FOR SPRAY IRRIGATION BELOW.

SPRINKLER HEADS:

HUNTER MP ROTATOR WITH PRO-SPRAY POP-UP BODY AND CV DRAIN CHECK VALVE, 4" LAWN, 6" SHRUB

NOZZLE	PSI	GPM	RADIUS
HUNTER-6Q and 6H H, Q SERIES	30	0.98, 0.51	6'
HUNTER-1000 8-15 F, TH, TT, H, Q SERIES	35	0.65, 0.48, 0.37, 0.32, 0.16	8'
HUNTER-1000 8-15 F, TH, TT, H, Q SERIES	35	0.65, 0.48, 0.37, 0.32, 0,16	10'
HUNTER-1000 8-15 F, TH, TT, H, Q SERIES	35	0.65, 0.48, 0.37, 0.32, 0,16	12'
HUNTER-2000 13-21 F, TQ, TT, H, Q SERIES	30	1.29, 0.95, 0.74, 0.63, 0.33	15'
HUNTER ES515, SS530 SERIES	35	1.41, 0.65	5'x30' 5'x15'
HUNTER-3000 22-30 F, TQ, TT, H, Q SERIES	35	2.88, 2.19, 1.68, 1.44, 0.69	22'

SPRAY IRRIGATION (FOR SEEDED AREAS): HUNTER ICV 101/151G REMOTE CONTROL VALVE, IN VALVE BOX, ONE VALVE PER BOX MAXIMUM 2 VALVES PER BOX

SPRAY IRRIGATION (FOR SHRUB BED AREAS): HUNTER ICV 101/151G REMOTE CONTROL VALVE, IN VALVE BOX, ONE VALVE PER BOX MAXIMUM 2 VALVES PER BOX

HUNTER SOLAR SYNC WIRE RAIN SENSOR COMBO

HUNTER I-CORE CONTROLLER 6 TO 42 STATIONS, (HARDWIRE CONNECTION); PROVIDE GROUND AND BATTERIES PER MANUFACTURER'S SPECIFICATIONS. PLASTIC CASE CAN BE USED IF CONTROLLER IS MOUNTED INSIDE METAL PEDESTAL (SEE DETAIL THIS SET). PROVIDE KEYS TO OWNER

P.O.C. — WILKINS 950 XLT- 34" DOUBLE CHECK VALVE (STATE APPROVED); TEST AND CERTIFICATION BY LICENSED BACKFLOW TESTER
WILKINS 850 - BALL VALVE, SIZE TO MATCH PIPE
CARSON INDUSTRIES #1730 (TWO AT P.O.C.) GRADE LEVEL VAULT WITH BOLT LOCK LID

HUNTER HQ-33DLRC 3/4" QUICK COUPLING VALVE, IN VALVE BOX, PROVIDE TWO KEYS AND SWIVELS

PLASTIC BALL VALVE, MATCH LINE SIZE, IN VALVE BOX

MAINLINE - SCH 40 PVC (18" COVER); SIZE PER PLAN, 2" SIZE MINIMUM

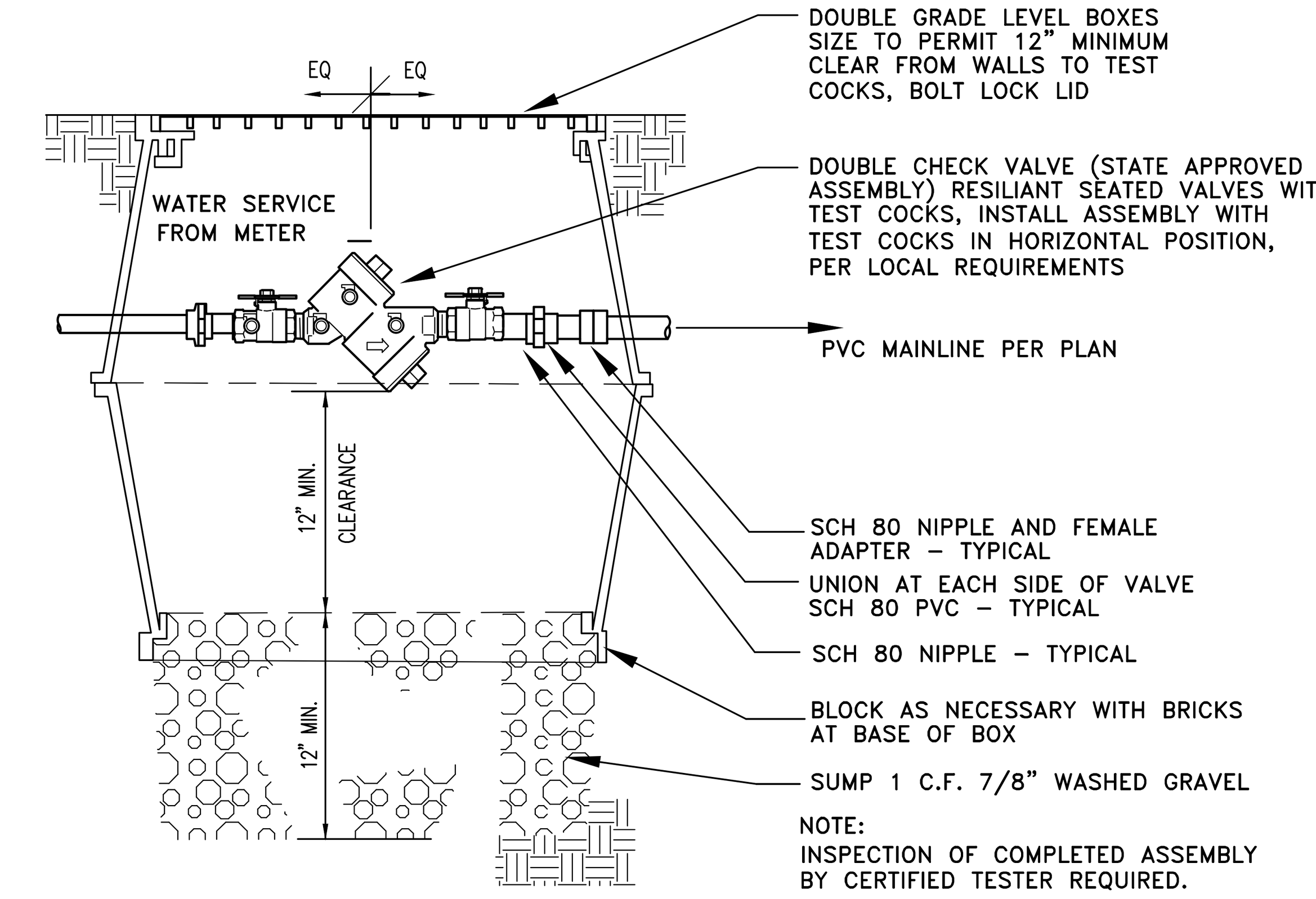
LATERAL - SCH 40 PVC (12" COVER); SIZE PER PLAN, 3/4" SIZE MINIMUM

SLEEVE - SCH 40 PVC; 24" MINIMUM COVER AT VEHICLE CROSSINGS AND 18" MINIMUM COVER IN LANDSCAPE AREAS, 6" SIZE WHERE IRRIGATION MAINLINE TRAVELS THROUGH PIPE AND UNDER ALL ROADS. 4" SIZE WHERE ONLY LATERALS TRAVEL THROUGH PIPE

SCH 40 PIPE SIZING CHART

PIPE SIZE	3/4"	1"	1 1/4"	1 1/2"	2"	2 1/2"	
FLOW GPM	1-8	8.1-13	13.1-23	23.1-32	32.1-53	53.1-74	GPM (MAX.)

IRRIGATION SHOWN DIAGRAMATICALLY FOR PLAN CLARITY. COMMON TRENCH AND PLACE EQUIPMENT IN LANDSCAPE; MANIFOLD GROUPED VALVES IN ADJACENT SHRUB AREAS WHERE FEASIBLE.



CHECK VALVE ASSEMBLY DETAIL

NOT TO SCALE

N

0 10' 20' 40'
SCALE: 1"=20'

Preliminary Not For Construction

CLIENT: bp ARCO BP WEST COAST PRODUCTS, LLC

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

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SEAL: REGISTERED LANDSCAPE ARCHITECT OREGON — Not for Construction
SIGNED 11/1/24

DEVELOPMENT INFORMATION:
ARCO NTI
4300 SF C-STORE
FUEL CANOPY w/6 MPD's
MULTI-BAY CAR WASH
1000 SF QSR

SITE ADDRESS:
SEC BURGESS RD
@ HUNTINGTON ROAD
LA PINE, OREGON

FACILITY #TBD

DESIGNED BY: LRP	ALLIANCE Z&DM:
CHECKED BY: JMV	BP REPM:
DRAWN BY: JMV	ALLIANCE PM:
VERSION: 9/20/2024	PROJECT NO: 23409

DRAWING TITLE:
PRELIMINARY IRRIGATION PLAN

SHEET NO:
L-4

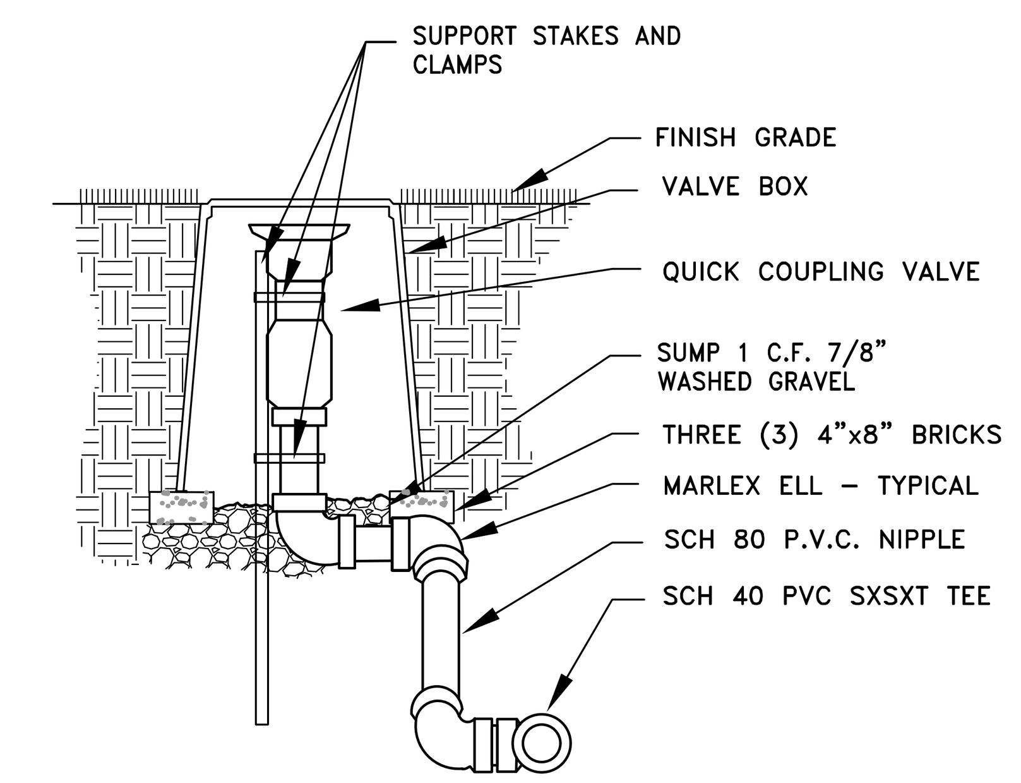
ARCO La Pine OR
JVARLEY Xref: 23409 Scale:1" = 1'

IRRIGATION NOTES + DETAILS

Know what's below.
Call before you dig.
Dial 811
Or 1-800-332-2344

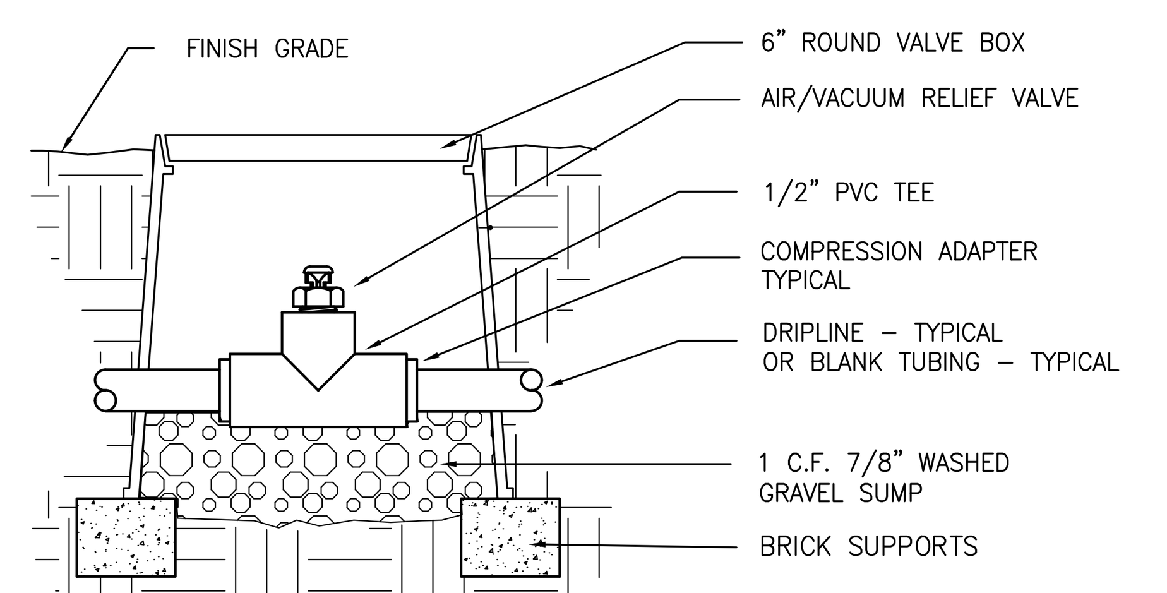
LANDSCAPE IRRIGATION NOTES

1. GENERAL CONTRACTOR AND LANDSCAPE CONTRACTOR TO COORDINATE:
   A) INSTALLATION OF 110V ELECTRICAL SERVICE FROM ELECTRICAL SOURCE TO AUTOMATIC CONTROLLER, INCLUDING WIRE HOOK–UP INTO MOUNTED CONTROLLER. IRRIGATION CONTRACTOR WILL MOUNT CONTROLLER PER DESIGN AND COORDINATE WITH GENERAL CONTRACTOR.
   B) INSTALLATION OF IRRIGATION/SERVICE METER AND STUB TO IRRIGATION POINT OF CONNECTION, PER UTILITY PLAN(S), UNLESS AN EXISTING METER IS USED. PROVIDE STANDARD THREADED STUB–OUT WITH THREADED CAP ON DISCHARGE SIDE OF METER. STUB–OUT TO BE INSTALLED APPROXIMATELY 18 INCHES BELOW FINISH GRADE.
   C) VERIFICATION OF STATIC WATER PRESSURE AT POINT–OF–CONNECTION (P.O.C.) CONTRACTOR SHALL NOTIFY OWNER AND BARGHAUSEN CONSULTING ENGINEERS, INC., OF ANY VARIATION IN STATIC PRESSURE OVER 5 PSI GREATER/LESS THAN DESIGN PRESSURE.
   D) INSTALLATION OF SLEEVING.
2. PROVIDE ALL LABOR, MATERIALS, TRANSPORTATION, AND SERVICES NECESSARY TO FURNISH AND INSTALL A COMPLETE IRRIGATION SYSTEM AS INDICATED ON THE DRAWINGS AND/OR NOTES. PROVIDE A ONE (1) YEAR WARRANTY/GUARANTEE FROM FINAL ACCEPTANCE AGAINST ALL DEFECTS IN MATERIALS, EQUIPMENT, AND WORKMANSHIP.
3. COORDINATE IRRIGATION INSTALLATION WITH GENERAL CONTRACTOR, ELECTRICAL CONTRACTOR, LANDSCAPE CONTRACTOR, OWNER, ARCHITECT, AND LANDSCAPE ARCHITECT.
4. **LANDSCAPE CONTRACTOR TO TEST AVAILABLE WATER PRESSURE PRIOR TO BEGINNING ANY WORK. PROVIDE LANDSCAPE ARCHITECT WITH WRITTEN PSI RESULTS.**
5. ALL WORK PER LOCAL CODE. INSTALLATION PER MANUFACTURER'S WRITTEN SPECIFICATIONS.
6. CONTRACTOR TO OBTAIN AND PAY FOR ALL PERMITS, FEES, AND REQUIRED CITY INSPECTIONS.
7. SUBMITTALS:
   A) SUBMIT EACH ITEM LISTED BELOW FOR LANDSCAPE ARCHITECT'S REVIEW AND APPROVAL,
   B) PRODUCT DATA: FOR EACH TYPE OF PRODUCT INDICATED,
   C) CONTROL WIRING PATH DIAGRAM,
   D) "AS–BUILT" DRAWINGS.
   E) OPERATION AND MAINTENANCE MANUALS.
8. PROVIDE AND KEEP UP TO DATE A COMPLETE "AS–BUILT" RECORD SET OF PRINTS WHICH ARE TO BE CORRECTED DAILY AND SHOW EVERY CHANGE FROM THE ORIGINAL DRAWINGS AND NOTES AND EXACT "AS–BUILT" LOCATIONS, SIZES AND KIND OF EQUIPMENT. THIS SET OF DRAWINGS. ARE TO BE KEPT ON SITE AND ARE TO BE USED ONLY AS THE RECORD SET. ALL WORK IS TO BE NEAT AND LEGIBLE ANNOTATIONS THEREON DAILY AS THE WORK PROCEEDS, SHOWING WORK AS ACTUALLY INSTALLED.
   DIMENSION FORM TWO (2) PERMANENT POINTS OF REFERENCE, BUILDING CORNERS, WALKS, OR ROAD INTERSECTIONS, ETC., THE LOCATION OF THE FOLLOWING:
   A) CONNECTION TO WATER LINES (P.O.C.),
   B) CONNECTIONS TO ELECTRICAL POWER,
   C) GATE VALVE, QUICK COUPLERS, AND REMOTE CONTROL VALVE,
   D) ROUTING OF MAINLINE (DIMENSION MAXIMUM 100' ALONG ROUTING),
   E) ROUTING OF CONTROL WIRING,
   F) OTHER RELATED EQUIPMENT AS DIRECTED BY THE LANDSCAPE ARCHITECT.
9. PREPARE AND PROVIDE PRIOR TO COMPLETION OF CONSTRUCTION, A THREE RING BINDER CONTAINING THE FOLLOWING INFORMATION:
   A) INDEX SHEET STATING CONTRACTOR'S ADDRESS, TELEPHONE NUMBER, FAX, E–MAIL AND A, LIST OF EQUIPMENT WITH NAME AND ADDRESS OF LOCAL MANUFACTURER'S REPRESENTATIVES,
   B) CATALOG AND PARTS SHEETS ON EVERY MATERIAL AND EQUIPMENT INSTALLED UNDER THIS, CONTRACT,
   C) GUARANTEE STATEMENT,
   D) COMPLETE OPERATING AND MAINTENANCE INSTRUCTIONS ON ALL MAJOR EQUIPMENT.
   E) CONSTRUCTION DETAILS FROM THE PROJECT,
   F) COMPLETE TROUBLE–SHOOTING GUIDE TO COMMON IRRIGATION PROBLEMS,
   G) WINTERIZATION AND SPRING START–UP PROCEDURES,
   H) CHART OF APPROXIMATE WATERING TIMES FOR SPRING, SUMMER, AND FALL,
   I) A COPY OF THE "AS–BUILT" DRAWINGS AND CONTROLLER CHART.
10. ALL VALVES TO BE PLACED IN "CARSON" GRADE LEVEL BOXES WITH BOLT–LOCK LIDS (OR APPROVED EQUIVALENT). SET BOXES 2 INCHES HIGHER THAN FINISH GRADE IN MULCH AREAS AND FLUSH WITH FINISH GRADE IN LAWN AREAS. JUMBO BOX FOR CHECK VALVE, 10" ROUND BOX FOR GATE/QUICK COUPLER/WIRE SPLICES, AND 12" STANDARD FOR CONTROL VALVES. PROVIDE BOX EXTENSIONS AS REQUIRED.
11. MAINLINE PIPE TO BE BURIED 18 INCHES, LATERALS 12 INCHES, AND SLEEVES 24" INCHES BELOW FINISH GRADE. NO ROCK OR DEBRIS TO BE BACKFILLED OVER PIPE.
12. HEAD AND LINE POSITIONING IS DIAGRAMMATIC ON PLAN. ADJUST IN FIELD AS NECESSARY FOR 100 PERCENT COVERAGE. VALVES TO BE POSITIONED ADJACENT TO PAVEMENT/CURBS, IN SHRUB BEDS WHERE POSSIBLE.
13. FAMILIARIZE OWNERS FACILITY OPERATOR WITH IRRIGATION SYSTEM FUNCTION, CONTROLLER PROGRAMMING, SYSTEM OPERATION AND MAINTENANCE REQUIREMENTS.
14. SPRINKLERS ON RISERS WILL NOT BE ALLOWED UNLESS NOTED ON PLANS.
15. RADIUS REDUCTION TO BE MADE BY USE OF PRESSURE ADJUSTMENT, SCREENS, AND/OR ALTERNATE NOZZLES. IN–NOZZLE ADJUSTMENT IS LIMITED TO 10 PERCENT FOR SPRAY HEADS AND PER MANUFACTURER'S LIMITS FOR OTHER SPRINKLERS. SPRINKLER SPACING NOT EXCEED 60% OF THE DIAMETER OF THE PUBLISHED DATA.
16. ALL CONTROL WIRE SPLICES TO BE MADE AT VALVE BOXES WITH WATER TIGHT ELECTRICAL SPLICES, 3M, SCOTT'S LOCK SEAL TACK 3576–78, OR EQUIVALENT.
17. EACH VALVE BOX TO CONTAIN A MINIMUM OF TWO (2) SPARE ORANGE CONTROL WIRES FOR JACKETED WIRE. ROUTE SPARE WIRES FROM THE CONTROLLER TO THE LAST VALVE OF EACH MAINLINE BRANCH. COMMON WIRE TO BE WHITE. SINGLE STRAND WIRE TO BE A MINIMUM OF 14 GAUGE.
18. ALL ELECTRICAL EQUIPMENT TO BE U.L. TESTED AND APPROVED, AND BEAR THE U.L. LABEL.
19. CROSS CONNECTION PROTECTION INSPECTION REQUIRED. THE BACKFLOW DEVICE TO BE TESTED UPON THE ORIGINAL INSTALLATION. THE TESTING TO BE PERFORMED BY A PERSON HOLDING A CURRENT CERTIFICATE AS A BACKFLOW TESTER. THE TEST REPORT TO BE SUBMITTED TO THE LOCAL WATER DISTRICT, OR PURVEYOR, AND OWNER WITH A COPY TO BARGHAUSEN CONSULTING ENGINEERS, INC. CONTRACTOR TO INCLUDE TESTING IN THE SCOPE OF WORK. OWNER IS RESPONSIBLE FOR ANNUAL INSPECTIONS AFTER THE INTIAL INSPECTION.
20. CONTRACTOR TO PROVIDE SYSTEM WINTERIZATION/SPRING SERVICE WHEN INSTALLATION HAS BEEN COMPLETED WITHIN 90 DAYS OF NOVEMBER 1 FOR WINTERIZATION, OR MAY 15 FOR SPRING SERVICE. SERVICE TO BE PERFORMED AS NEAR AS PRACTICAL TO THE ABOVE DATES, OR AS FREEZE/PRECIPITATION CONDITIONS DETERMINE SERVICE NEED.
21. IRRIGATION SCHEDULING:
    THE IRRIGATION CONTROLLER CONTAINS A WATER BUDGET FEATURE. PERIODIC (WEEKLY) ADJUSTMENT OF THE WATER SCHEDULE IS INTENDED TO BE MADE VIA BUDGET ADJUSTMENT. RE–ADJUST WATERING DAYS AT 100 PERCENT BUDGET WHEN ADJUSTMENT EXCEEDS 30%. SET CONTROLLER FOR HIGHEST ETo WATER SCHEDULE, BASED ON PUBLISHED LOCAL EVAPOTRANSPIRATION DATA. SYSTEM HAS BEEN DESIGNED FOR 50 TO 80 PERCENT DISTRIBUTION UNIFORMITY. LAWN ZONES SHOULD BE SCHEDULED FOR 100 PERCENT REPLACEMENT FACTOR ON A TYPICAL MINIMUM 3–DAY CYCLE. SHRUB ZONES SHOULD BE PROGRAMMED AT 40 TO 70 PERCENT OF THE MONTHLY LAWN WATER REQUIREMENT ON A ONCE PER WEEK CYCLE. ALL WATERING IN EXCESS OF THE LOCAL ETo ("FIELD RECHARGE") TO BE COMPLETED DURING THE CONSTRUCTION PHASE WHILE THE CONTRACTOR IS ON THE JOB SITE. OVER WATERING OF LANDSCAPE DUE TO CONTROLLER SCHEDULING TO BE GROUNDS FOR CONTRACTOR TO REPAIR ANY RESULTANT DAMAGES AT CONTRACTOR'S OWN EXPENSE.
22. SUBSTITUTION OF IRRIGATION MATERIAL/EQUIPMENT TO BE MADE ONLY UPON WRITTEN APPROVAL OF OWNER'S REPRESENTATIVE.
23. ALL ZONES TO PASS A MINIMUM DISTRIBUTION UNIFORMITY OF 62 PERCENT, AS TESTED THROUGH AN IRRIGATION ASSOCIATION CERTIFIED WATER AUDIT.
24. CLEANUP AND PROTECTION: DURING IRRIGATION WORK, KEEP ALL PAVEMENT CLEAN AND WORK AREAS IN AN ORDERLY CONDITION. PROTECT IRRIGATION WORK AND MATERIALS FROM DAMAGE DUE TO LANDSCAPE AND IRRIGATION OPERATIONS AND TRESPASSERS. MAINTAIN PROTECTION DURING INSTALLATION AND MAINTENANCE PERIOD. TREAT, REPAIR, OR REPLACE DAMAGE LANDSCAPE AND IRRIGATION WORK AS DIRECTED BY THE OWNER.



QUICK COUPLING VALVE DETAIL

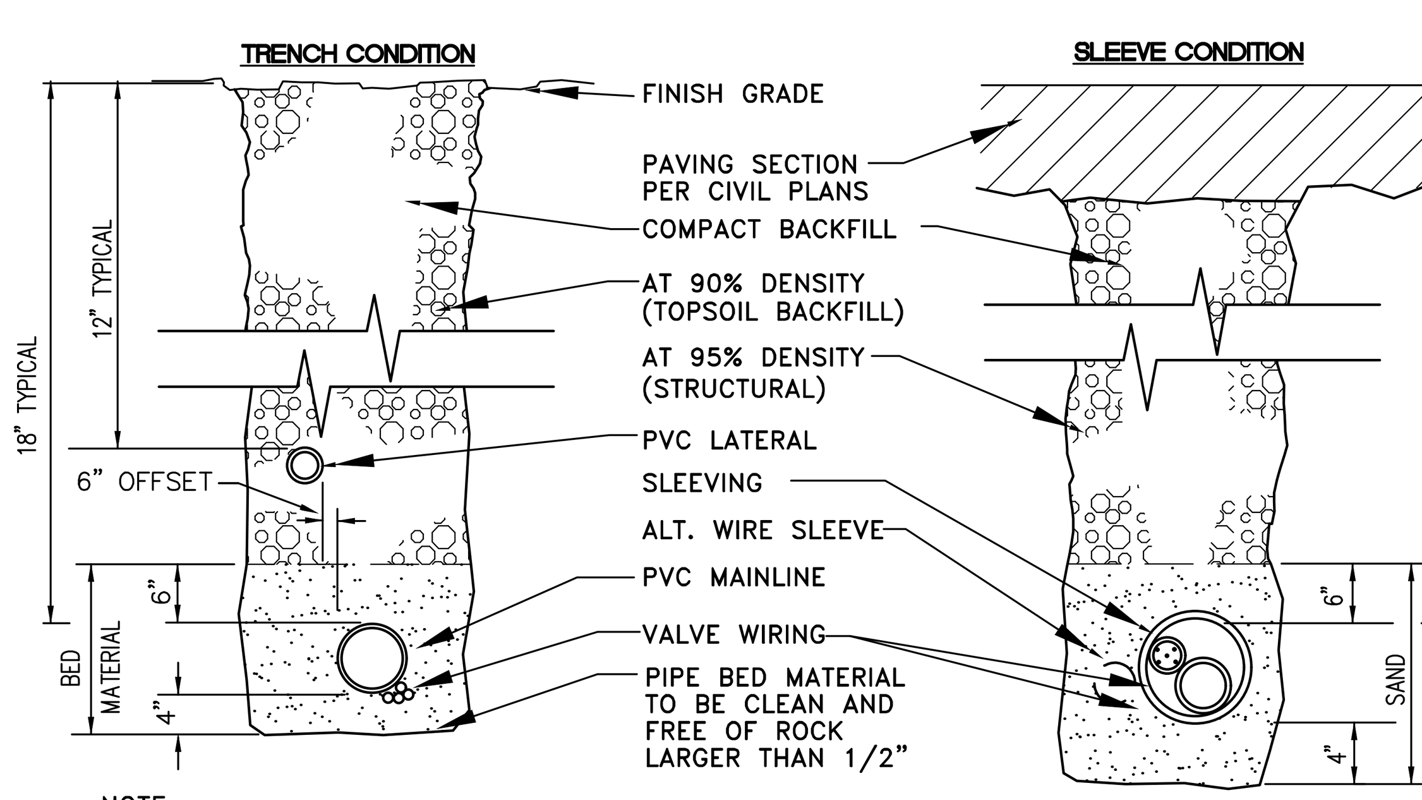
NOT TO SCALE



NOTE:
AIR/VACUUM RELIEF VALVE CANNOT BE CONNECTED LOWER THAN DRIPLINE LATERALS.
FOR USE ON ZONES OF 7 GPM OR LESS ONLY (PLUMBED TO TUBING).

1/2" AIR/VACUUM RELIEF VALVE DETAIL

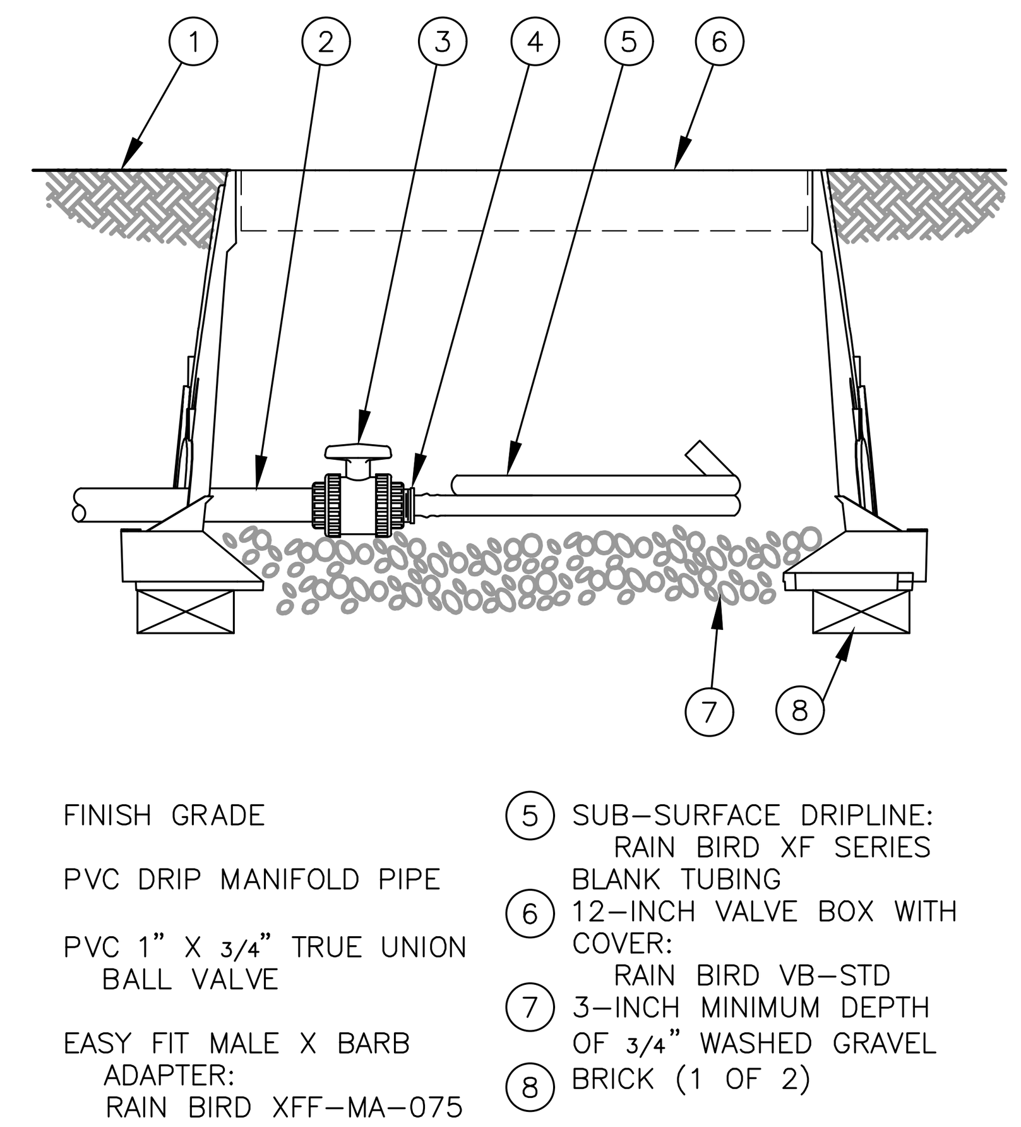
NOT TO SCALE



NOTE:
DIMENSIONS ARE MIN. CLEARANCES.
ALL IRRIGATION SLEEVING TRENCH BACKFILL MATERIAL SHALL BE CLASS "B" OR BETTER (MAX. OF 10% PASSING NO.40 SCREEN) AND BE COMPACTED TO MIN. 95% OPTIMUM DENSITY PER ASTM D–1557–70 (MODIFIED PROCTOR)

SLEEVE/TRENCHING DETAIL

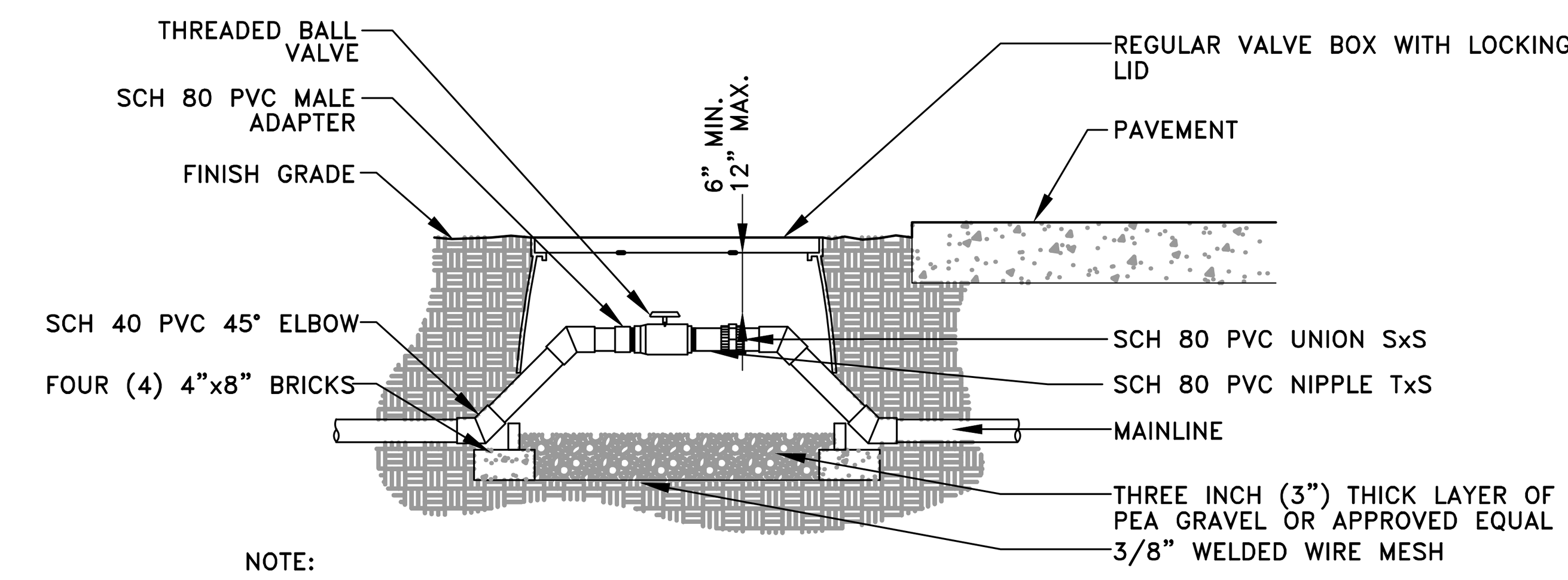
NOT TO SCALE



1. FINISH GRADE
2. PVC DRIP MANIFOLD PIPE
3. PVC 1" X 3/4" TRUE UNION BALL VALVE
4. EASY FIT MALE X BARB ADAPTER: RAIN BIRD XFF–MA–075
5. SUB–SURFACE DRIPLINE: RAIN BIRD XF SERIES BLANK TUBING
6. 12–INCH VALVE BOX WITH COVER: RAIN BIRD VB–STD
7. 3–INCH MINIMUM DEPTH OF 3/4" WASHED GRAVEL
8. BRICK (1 OF 2)

FLUSH POINT WITH BALL VALVE

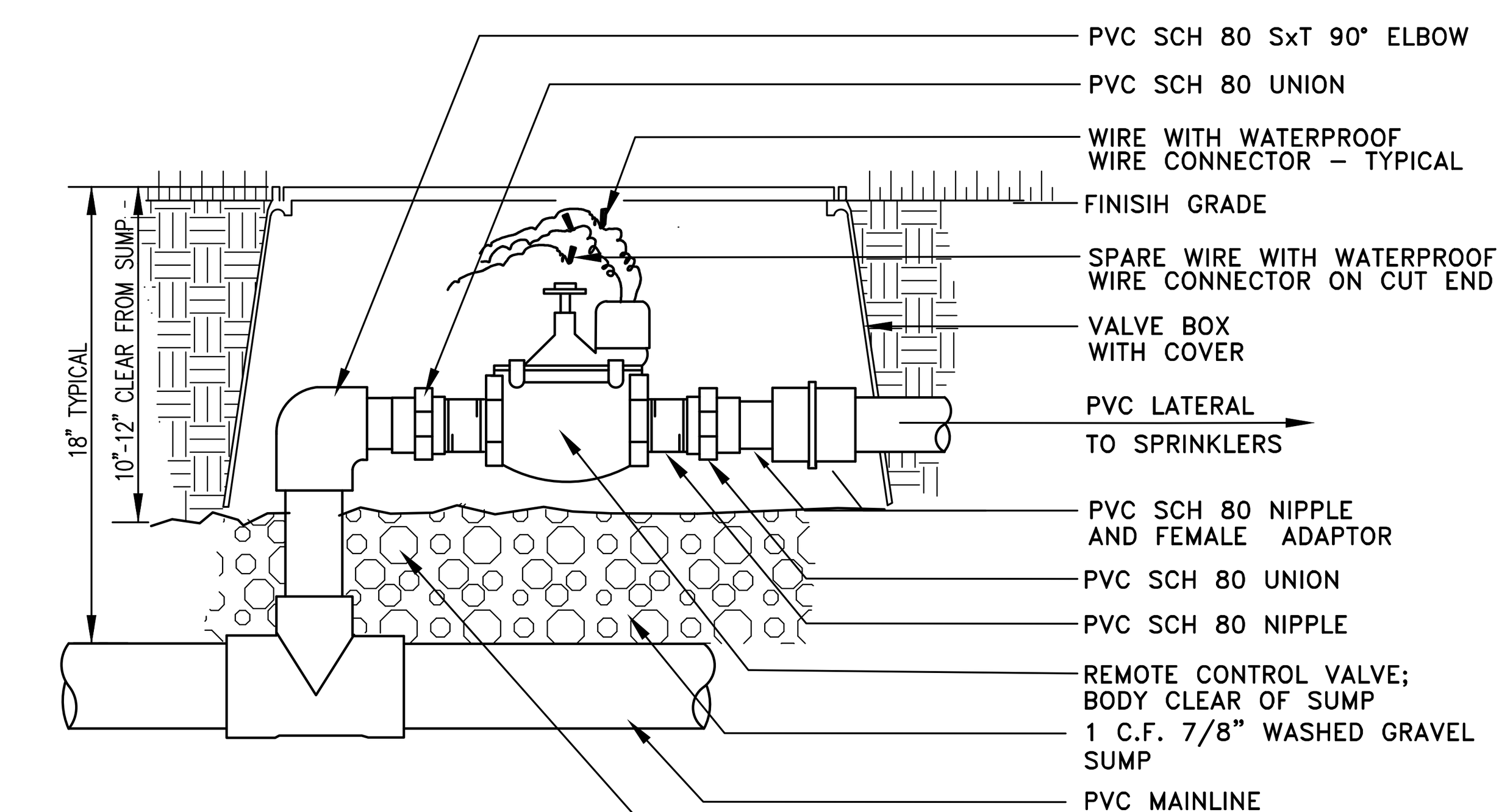
NOT TO SCALE



NOTE:
1. LOCATE VALVE BOXES IN PLANTING AREAS.
2. WRAP VALVE BOX WITH A MINIMUM OF 3 MIL THICK PLASTIC AND SECURE IT USING DUCT TAPE OR ELECTRICAL TAPE.
3. ALL THREADED CONNECTIONS TO BE MADE USING TEFLON TAPE.
4. ALL CHANGES IN ELEVATION SHALL BE MADE USING SCH 40 PVC 45° ELBOWS.

BALL VALVE DETAIL

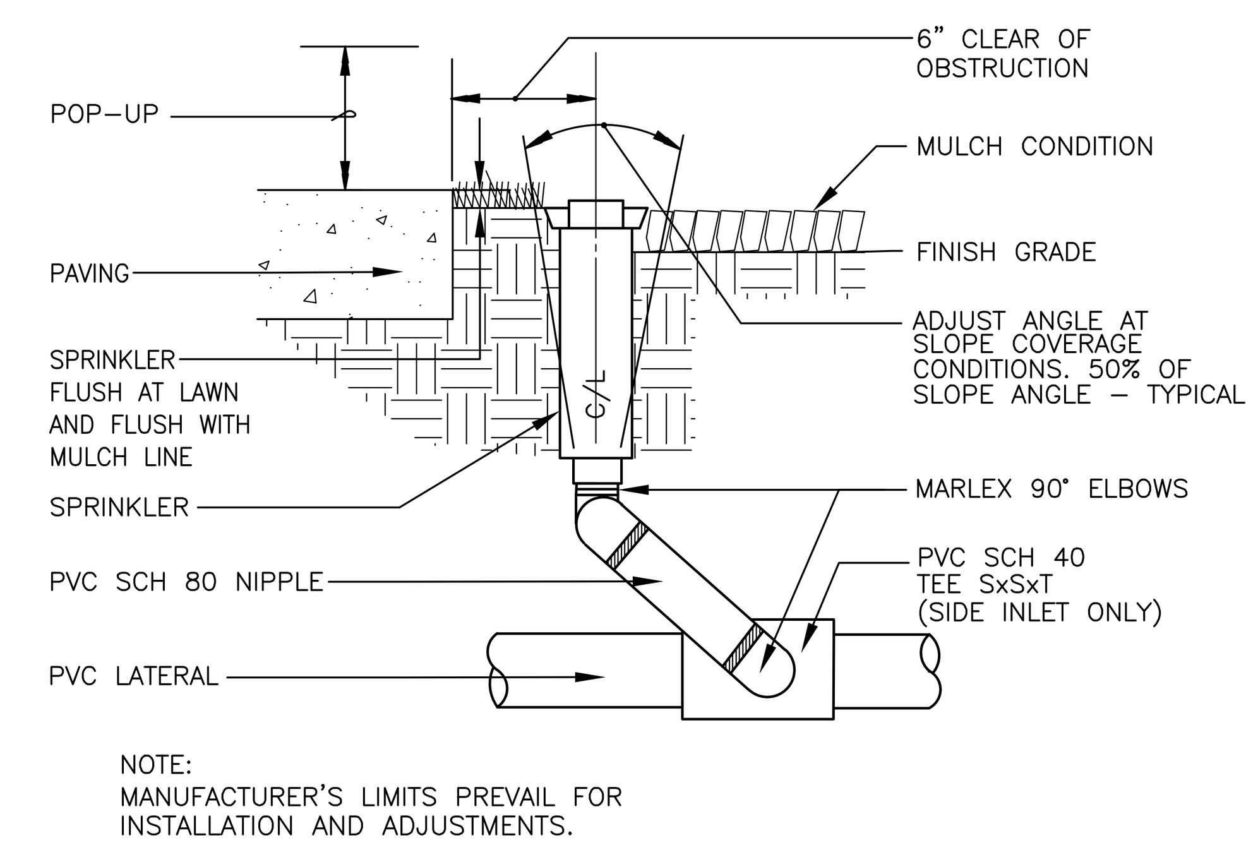
NOT TO SCALE



NOTE:
ONE VALVE PER BOX.
PROVIDE EXTRA COILS (18") OF EACH WIRE IN VALVE BOX.
COMPACT SOIL AROUND VALVE BOX.
USE TEFLON OR FLOWABLE SEALANT IN ALL THREADED FITTINGS, PER MANUFACTURES SPEC'S.

REMOTE CONTROL VALVE ASSEMBLY

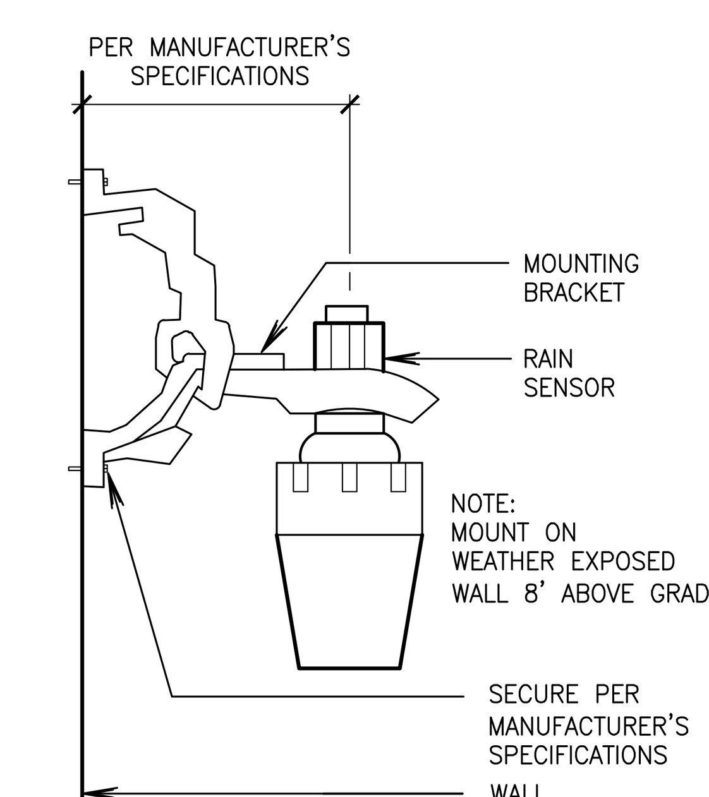
NOT TO SCALE



NOTE:
MANUFACTURER'S LIMITS PREVAIL FOR INSTALLATION AND ADJUSTMENTS.
PROVIDE SWING JOINT RISERS AT WALKS AND CURBS. 24" FLEXIBLE RISERS ACCEPTABLE ELSEWHERE.

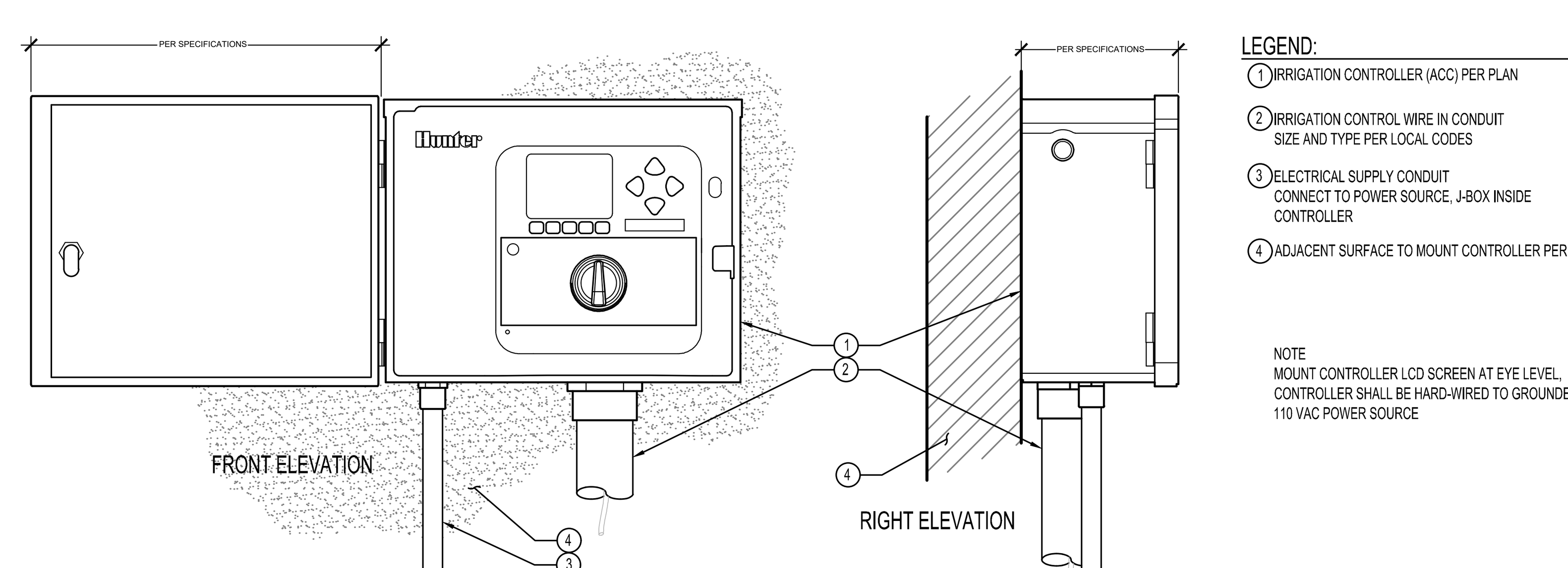
POP-UP RISER ASSEMBLY

NOT TO SCALE



RAIN SENSOR DETAIL

NOT TO SCALE



IRRIGATION CONTROLLER, WALL MOUNT

NOT TO SCALE

Preliminary Not For Construction

CLIENT: bp ARCO
BP WEST COAST PRODUCTS, LLC

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

NO.	DATE	REVISION DESCRIPTION
1		
2		
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9		
10		
11		
12		

SEAL:
REGISTERED LANDSCAPE ARCHITECT OREGON
Not for Construction
SIGNED 11/1/24

DEVELOPMENT INFORMATION:
ARCO NTI
4300 SF C-STORE
FUEL CANOPY w/6 MPD's
MULTI-BAY CAR WASH
1000 SF QSR

SITE ADDRESS:
SEC BURGESS RD
@ HUNTINGTON ROAD
LA PINE, OREGON
FACILITY #TBD

DESIGNED BY: LRP	ALLIANCE Z&DM:
CHECKED BY: JMV	BP REPM:
DRAWN BY: JMV	ALLIANCE PM:
VERSION: 9/20/2024	PROJECT NO: 23409

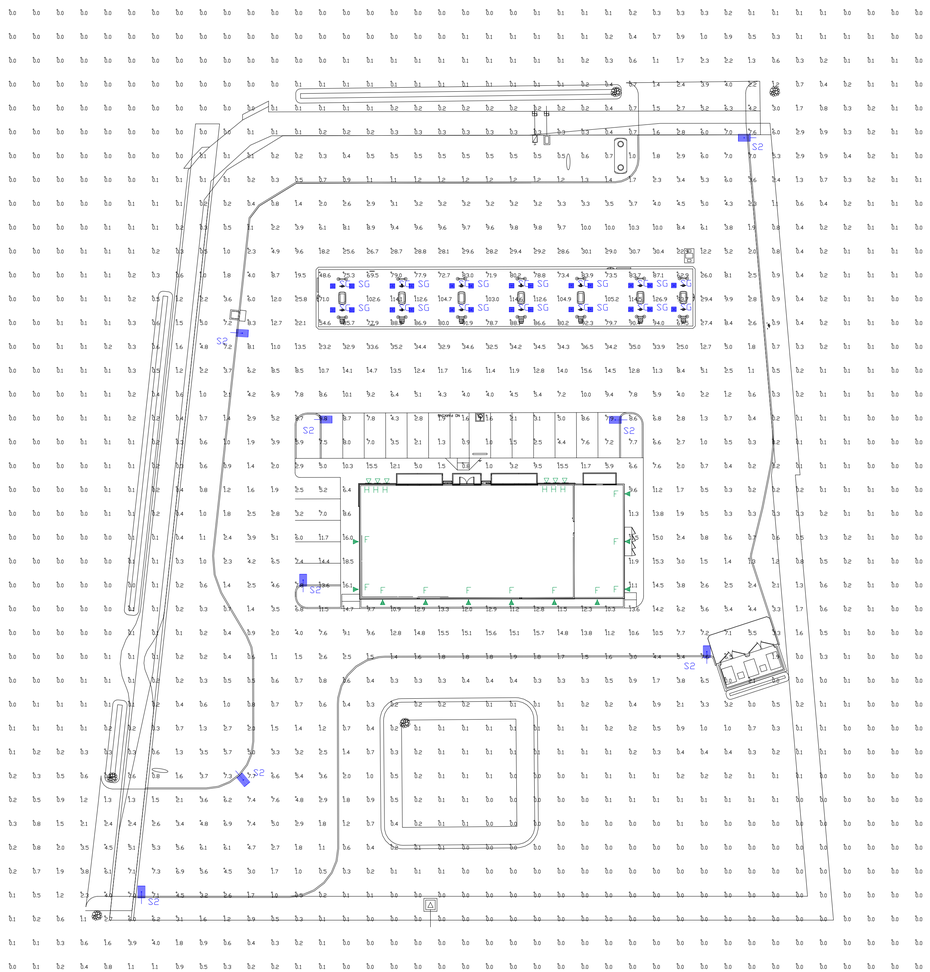
DRAWING TITLE:
IRRIGATION NOTES & DETAILS

SHEET NO:
L-5

ARCO La Pine OR JVARLEY Xref: 23409 Scale:1" = 1'

Dimensions of drawings that have been scaled or converted from PDF files or scanned /submitted images are approximate.

The IES no longer uses the Cutoff Classification System for LED fixtures. The IES classifies LED fixtures with the BUG rating which refers to the Backlight-Uplight-Glare system. An Uplight of "U0" most closely matches the old Full Cutoff rating.



Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
ALL CALC POINTS	Illuminance	Fc	4.98	126.9	0.0	N.A.	N.A.	0
CANOPY	Illuminance	Fc	86.77	126.9	48.6	1.79	2.61	
INSIDE CURB	Illuminance	Fc	7.80	36.5	0.2	39.00	182.50	

Luminaire Schedule										
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLD	LLF	Arr. Lum. Lumens	Arr. Watts	BUG Rating
	11	F	SINGLE	XWM-3-LED-06L-50	10'	1.000	1.000	6689	47	B1-U0-G2
	6	H	SINGLE	XWM-2-LED-03L-50	7'	1.000	1.000	3313	23	B1-U0-G1
	8	S2	SINGLE	SLM-LED-18L-SIL-FT-50-70CRI-SINGLE	16' POLE+2' BASE	1.000	1.000	18904	135	B3-U0-G3
	26	SG	SINGLE	SCV-LED-23L-SC-50	15'	1.000	1.000	23284	155	B4-U0-G2

PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

Total Project Watts
Total Watts = 5765

10000 ALLIANCE RD. CINCINNATI, OHIO 45242 USA
(513) 793-3550 • FAX (513) 793-4003

LIGHTING PROPOSAL LO-161286

ARCO
BURGESS RD & HUNTINGTON RD
LA PINE,OR

BY:MWE	DATE:10-25-24	REV:	SHEET 1 OF 1

SCALE: 1"=30' 0 30