

Rachel Martin

Subject: FW: Lemhi Drive Revised Submittal Documents

From: Jeff Loomis <jloomis@co.blaine.id.us>
Sent: Thursday, November 17, 2022 10:36 AM
To: Rachel Martin <rmartin@co.blaine.id.us>
Subject: RE: Lemhi Drive Revised Submittal Documents

Rachel,
Here are my comments regarding my review of these revised/supplemental documents....

Riparian Wetland Resource Management and Mitigation Plan:

1. This Plan provides project specific best management practices, reclamation management application, and seeding specifications. These components of this Plan (i.e. the area(s) of impact, best management practices, and reclamation applications) need to be reflected on the final construction drawings.
2. This Plan provides "success" criteria for assessing the reclamation of the project area(s) of impact. Should this permit application receive authorization, these "success" criteria are recommended to be incorporated into conditions associated with that permit authorization.

Geotechnical Report:

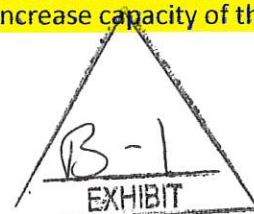
1. This geotechnical report supports road construction, as proposed. This report identifies a couple on-going slope "test" sections that will require a follow-up assessment in Spring, 2023, and a technical memo from the geotechnical engineering addressing the results of these test sections.
2. In addition, this report provides project specifications regarding "structural fill" materials and placement, and subgrade assessment and "soft-spot" mitigation. These specifications need to be reflected on the final construction drawings.

Preliminary Construction Drawings:

1. As noted above, the final construction drawings need to incorporate project specifications provided by the Riparian Wetland Resource Management and Mitigation Plan, and the Geotechnical Report.
2. The typical road sections #1, #2, and #3 shown on Sheet C0.1 indicate 2:1 slopes immediately adjacent to the travel way on the "uphill" side of the road section. Section #1 indicates what appears to be potential fill at this 2:1 slope over the road section construction. I assume this fill slope will be constructed from the point where the road section construction ends.

Sections #2 and #3 indicate the 2:1 slopes creating the drainage channel immediately adjacent to the travel way. Some width of shoulder is suggested as the slopes as proposed are difficult to see, and are generally considered "unrecoverable" slopes to a vehicle's wheel. Also, if this roadside slope erodes due to runoff, this erosion will impact the stability, and potentially the width, of the travel way.

3. The culvert installation identified at Lemhi Drive Station 7+87 identifies a culvert capacity larger than the calculated peak runoff. I understand the wetlands identified at this location are a result of impoundment of runoff upstream of the existing culvert. The Riparian Wetland Resource Management and Mitigation Plan does not appear to address the proposed culvert capacity, that is, it is not clear if the increase capacity of the proposed culvert impacts the identified wetlands.



4. The erosion control plan sheet, that is Sheet C2.0, needs to reflect the recommendations and specifications provided in the Riparian Wetland Resource Management and Mitigation Plan and the Geotechnical Report.

Please let me know if you have questions regarding these comments.

JEFF LOOMIS, PE
Blaine County Engineer