

Active Project Scoring	Points	Max Points	Notes:
Pedestrian Crossing of Chinden Boulevard at 32nd Street, Garden City			
CIM Score			
CIM project score	12	26	Medium priority
Performance Assessment:			
Safety - Maximum 40			
Does the project address a known active transportation safety issue?	30	30	HIN: Yes RSAP Emphasis: High Priority(Vulnerable Rd Users/Urban Collector) Auto Crashes: None
Does the project improve safety for active transportation users?	10	10	Bike/Ped Crashes (within 0.25 miles): 1B 1C CMF Clearinghouse IDs: 10585,9022,175 resulting in average of 25.2% less crashes
Total:	40	40	
Economic Vitality - Maximum 20			
Does the project address a priority gap in the active transportation network?	5	10	CIM medium priority. Fills gaps of a safe crossing on a high priority CIM corridor 32nd Street considered a multi-use path in Bike/Walk COMPASS
Does the project improve a facility in "fair" or "poor" condition?	0	5	Pavement condition: good (but not a factor)
Does the project provide an active mode alternative to a congested roadway segment?	3	5	Congestion: Med/Low
Total:	8	20	
Convenience - Maximum 25			
Does the project improve active mode connectivity to public transportation?	10	10	On Peak/Commuter route
Does the project improve active mode connectivity to key destinations?	15	15	Within 0.25 miles: 14 businesses within a short walk
Total:	25	25	
Quality of Life - Maximum 15			
Does the project benefit an underserved area?	7	10	Equity score: 7, 10
Does the project address potential environmental impacts?	0	5	
Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?	5	5	Includes ADA ramps
Total:	12	15	
Performance Total:	85	105	
Performance Assessment:			
Readiness and Support - Maximum 25			
Is the project a priority to the sponsor agency?	10	10	1 of 1
Does the sponsor agency provide match above the required minimum?	0	5	Only required match.
Is the project ready for Federal implementation?	1	10	Preconcept report complete.
Programming Total:	11	25	
Total Score:	108	156	

IV. APPLICATION SUPPLEMENTAL

FY2026-2032 COMPASS Application Guide

Phase I – Page 1 Phase II – Page 7

TUTORIAL VIDEOS:

- How To Create a Successful Grant Application: <https://youtu.be/zKokWhBexJU>
- How To Fill Out the Phase I Application Form: <https://youtu.be/yOuSQTmz6oc>

2026 COMPASS Funding Application Phase I All Projects

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 10 pages. See last page for definitions of acronyms and link to Phase I Application Tutorial Video.

DETAILS

Sponsor Name (agency):	Ada County Highway District
Main Agency Contact:	Tom Ferch
Project Title:	Pedestrian Crossing of Chinden Blvd at 32 nd St, in Garden City

PROJECT DETAILS

Briefly describe your project:

Design and build a pedestrian hybrid beacon-controlled crossing of Chinden Boulevard at 32nd Street, in Garden City.

Briefly describe the location of the project (include main segment and termini):

The intersection of 32nd Street and Chinden Boulevard, in Garden City.

Is the right-of-way for this project managed by the sponsor's jurisdiction? (e.g. is ROW in the jurisdiction of ITD, a highway district, a canal company, etc.)

- Yes
- No
- N/A

If not, a letter of support from the managing jurisdiction **is required** to ensure their involvement and approval prior to submission. Please explain:

This project crosses Chinden Blvd (US 20/26) which is operated by ITD. ACHD manages the right-of-way on 32nd Street.

Does the managing jurisdiction own the right-of-way in the project area? (Does additional ROW need to be purchased?)

- Yes
- No
- N/A

Knowing what is in place before improvements are made will help COMPASS quantify any safety benefits that result from the improvements. Check all *existing* descriptions in your project area:

- | | | | |
|--|---|---|--|
| <input checked="" type="checkbox"/> 2 through lanes | <input type="checkbox"/> 3-Way Stop Intersection | <input checked="" type="checkbox"/> Curb | <input type="checkbox"/> Barrier between Sidewalk/Road |
| <input type="checkbox"/> 2 through/1TWLTL | <input type="checkbox"/> 4-Way Stop Intersection | <input checked="" type="checkbox"/> Gutter | <input checked="" type="checkbox"/> Street Lighting |
| <input type="checkbox"/> 4 through lanes | <input type="checkbox"/> 5-Way Stop Intersection | <input checked="" type="checkbox"/> ADA Ramps | <input checked="" type="checkbox"/> Bus Stop |
| <input checked="" type="checkbox"/> 4 through/1TWLTL | <input type="checkbox"/> 3-Way Signaled | <input type="checkbox"/> PHB Crossing | <input type="checkbox"/> Bus Pullout |
| <input type="checkbox"/> 6 through lanes | <input type="checkbox"/> 4-Way Signaled | <input type="checkbox"/> RFFB Crossing | <input type="checkbox"/> Bus Lane |
| <input checked="" type="checkbox"/> Center Turn Lane | <input type="checkbox"/> 5-Way Signaled | <input type="checkbox"/> LPI Leading Ped Interval | <input type="checkbox"/> Bus Shelter |
| <input type="checkbox"/> Left Turn Lane | <input type="checkbox"/> Roundabout single lane | <input type="checkbox"/> Bike Lane | <input type="checkbox"/> Other: |
| <input checked="" type="checkbox"/> Intersection | <input type="checkbox"/> Roundabout 2-lane | <input type="checkbox"/> Pathway | <input type="checkbox"/> |
| <input type="checkbox"/> Interchange | <input type="checkbox"/> Sidewalk 3-4' width | <input type="checkbox"/> Multi-Use Pathway | <input type="checkbox"/> |
| <input type="checkbox"/> Free Running Right Turn | <input type="checkbox"/> Sidewalk 5-6' width | <input type="checkbox"/> Raised Median | <input type="checkbox"/> |
| <input type="checkbox"/> Bridge Fencing | <input checked="" type="checkbox"/> Sidewalk 7-8' width | <input type="checkbox"/> Bike/Ped Facility | <input type="checkbox"/> |
| <input type="checkbox"/> Bridge Guardrail | <input type="checkbox"/> Sidewalk 9-10' width | <input type="checkbox"/> Roundabout 3-lane | <input type="checkbox"/> |

Please describe, if necessary

Check all *countermeasures* you plan to add:

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Widen 2 to 3 lanes | <input type="checkbox"/> Convert Signaled to Roundabout | <input type="checkbox"/> Add Mid-Street Crossing | <input type="checkbox"/> Replace Bridge |
| <input type="checkbox"/> Widen 2 to 4 lanes | <input type="checkbox"/> Upgrade Stop Sign to Flashing | <input checked="" type="checkbox"/> Add PHB Crossing | <input type="checkbox"/> Widen Shoulder |
| <input type="checkbox"/> Widen 2 to 5 lanes | <input type="checkbox"/> Upgrade Signals | <input type="checkbox"/> Add RFFB Crossing | <input type="checkbox"/> Add Bus Stop |
| <input type="checkbox"/> Widen 3 to 5 lanes | <input type="checkbox"/> Add ITS | <input type="checkbox"/> Add LPI | <input type="checkbox"/> Add Bus Pullout |
| <input type="checkbox"/> Widen 3 to 6-7 lanes | <input type="checkbox"/> Add Street Lighting | <input type="checkbox"/> Add Bike Lane | <input type="checkbox"/> Add Bus Lane |
| <input type="checkbox"/> Widen 4 to 5-7 lanes | <input type="checkbox"/> Add ADA Ramps | <input type="checkbox"/> Add road/sidewalk Barrier | <input type="checkbox"/> Add Bus Shelter |
| <input type="checkbox"/> Add TWLTL | <input type="checkbox"/> Add Curb & Gutter | <input type="checkbox"/> Add Bike/Ped Facility | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Free Running Right Turn | <input type="checkbox"/> Add Sidewalk 3-4' width | <input type="checkbox"/> Add Raised Median | <input type="checkbox"/> |
| <input type="checkbox"/> Add Bridge Guardrails | <input type="checkbox"/> Add Sidewalk 5-7' width | <input type="checkbox"/> Sealcoat Road | <input type="checkbox"/> |
| <input type="checkbox"/> Add Bridge Fencing | <input type="checkbox"/> Add Sidewalk 8-10' width | <input type="checkbox"/> Inlay & Millwork | <input type="checkbox"/> |
| <input type="checkbox"/> Convert Stop to Signaled | <input type="checkbox"/> Add Pathway 8-10' width | <input checked="" type="checkbox"/> Repaint Striping | <input type="checkbox"/> |
| <input type="checkbox"/> Convert Stop to Roundabout | <input type="checkbox"/> Add Multi-Use Pathway | <input type="checkbox"/> Replace Signage | <input type="checkbox"/> |

Please describe, if necessary

Adding a PHB which includes ADA ramps and may include a pedestrian refuge island.

Does the project include improvements to the public transportation system?

- Yes
- No

If yes, a letter of support from the public transportation agency where the project is located is **required** to ensure its involvement, and approval is required before submission.

PURPOSE AND NEED

Describe the project’s purpose and need in detail including why this project is important to your agency and to the region (please reference *Communities in Motion 2050* goals and objectives as well as performance measures and targets):

CIM2050 Goals (check all that apply):

Chinden Boulevard, or United States Highway 20/26, is a five-lane road that runs east to west through Garden City. What is noteworthy is the limited number of signalized pedestrian crossings, which make crossing Chinden Blvd extremely difficult for people who choose to walk or ride bikes. In roughly 4.5 miles, there are only five signalized crossings of Chinden Blvd. This project will install a pedestrian hybrid beacon (PHB) at the intersection of Chinden Boulevard and 32nd Street. 32nd St is a two-lane north to south street that runs from the Boise River to the base of the Boise Bench. To the east of 32nd St, there are no pedestrian crossings of Chinden Blvd, which ends where it intersects I-184 (a distance of 1,600’). To the west there is an existing signalized crossing at Orchard Street/36th St, which is 1,400’ from 32nd Street. In support of improved bicycle and pedestrian access, ACHD has a community improvement project scheduled for construction in 2028 that will construct sidewalks and street improvements on 32nd St, from Clay Street to Chinden Blvd, and on Clay Street from 34th St to 32nd St. These new facilities will improve the connection to the Greenbelt from Chinden Blvd. ACHD is also actively developing bicycle and pedestrian improvements for 38th Street, which includes designing a PHB at Chinden Blvd. 38th Street lies 2,250’ to the west of 32nd Street.

This project will install a PHB at the intersection of Chinden Blvd and 32nd Street, which will allow a safe crossing option for pedestrians and cyclists. The immediate area has seen a significant amount of new development in this Garden City activity center, which is increasing the need for safe pedestrian and bicycle crossing of Chinden Blvd. To the northeast is the sprawling, 300-room Riverside Hotel. To the north of Chinden Boulevard and 32nd Street are many new residential units that include condominiums and townhomes along with single family units. On either side of the intersection are several new wineries, breweries, restaurants, and shops, which are drawing people who choose to travel by foot or by bike. The existing hotel rooms, residential units, businesses, and connections to the Boise River Greenbelt also contribute to the number of pedestrians and cyclists who would like to cross Chinden Boulevard.

VRT currently operates bus stops at the intersections of Chinden and 31st/32nd Streets. The addition of a PHB at Chinden and 32nd will enhance safety and connectivity for riders of Route 8.

A combination of the priorities of our partner agencies and the adopted 2020 Garden City Bicycle and Pedestrian Plan has led ACHD to develop a crossing at 32nd St and Chinden Blvd. The Garden City Bicycle and Pedestrian Plan identifies as a top priority the construction of a crossing at 33rd St and Chinden Blvd. The City of Garden City prioritized a sidewalk and bike lane project on Clay and 32nd, which is currently in development for construction in 2028.

During ITD’s evaluation of the crossing of Chinden and 43rd St, they expressed support for a pedestrian crossing at either 32nd or 33rd Streets. The priority of building a crossing in the area and the City’s requested construction of sidewalks and bike lanes on 32nd St, led to the selection of 32nd St for this project instead of 33rd Street.

With ACHD’s planned construction of pedestrian and bike facilities on 32nd St in 2028, the decision was made to construct a PHB at 32nd St and Chinden.

Developing a PHB at 32nd Street and Chinden will support ACHD’s goals of improving bike and pedestrian infrastructure and the following Communities in Motion 2050 goals:

1. Transportation Safety – provide a safe means for pedestrians and cyclists to cross Chinden Blvd.
2. Economic Vitality – supports travel and tourism by creating a safe option for cyclists and pedestrians to cross Chinden Boulevard.
3. Convenience – provides a safer, more convenient option for bicyclists and pedestrians by eliminating a transportation gap.
4. Complete Network Policy – supports proposed Complete Network pathway.
5. Quality of Life – improves connectivity for people who walk and ride bikes.

✓ Safety:	<input checked="" type="checkbox"/> Increases Safety	<input type="checkbox"/> Increases Security	<input type="checkbox"/> Supports Resiliency
✓ Economic Vitality:	<input checked="" type="checkbox"/> Promotes Economic Vitality	<input type="checkbox"/> Promotes Freight	<input type="checkbox"/> Preserves Infrastructure
	<input checked="" type="checkbox"/> Promotes Travel/Tourism	<input type="checkbox"/> Manages Growth	<input type="checkbox"/> Preserves Farmland
✓ Convenience:	<input checked="" type="checkbox"/> Increases Access/Mobility	<input checked="" type="checkbox"/> Increases Connectivity	<input type="checkbox"/> Reduces Congestion
✓ Quality of Life:	<input type="checkbox"/> Kind to Environment	<input checked="" type="checkbox"/> Enhances Public Health	<input type="checkbox"/> Preserves/Connects to Open Space
	<input type="checkbox"/> Promotes Affordable Housing	<input checked="" type="checkbox"/> Provides Transportation Options	<input checked="" type="checkbox"/> Benefits the Underserved

FUNDING REQUEST / PROJECT TYPE

What type of funding are you applying for? (select all that apply) If you’re unsure, contact COMPASS staff.

- Project Development Program (PDP)** – consultant cost of up to \$50,000
- CIM Implementation Grant Program** – reimbursement of up to \$50,000
- Federal Funds** – this option will require further information provided in Phase II
- Staff Assistance Only** – this option will remove the application from the priority ranking but include it in the Resource Development Plan for funding support.

What type of project are you applying for? (select all that apply)

- Capital/Construction:** Road / Bridge / Design / Signs, etc.
- Public Transportation:** Vehicles / Equipment / Maintenance / Operations
- Active Transportation:** Bicycle / Pedestrian

- ✓ **Planning:** Plans / Studies / Education / Outreach
 - ✓ **Special Groups:** Youth / Seniors / Disabled / Underserved Area
 - Technology / Data**
 - Other**
- If other, please describe:

PROJECT BUDGET

Provide a total cost estimate and amount requested for the following project tasks or activities: If you continue in the process for federal-aid funding, you will be required to provide a much more detailed budget in Phase II. If needed, costs may be adjusted at that time.

Note: This amount may be adjusted later.

Total Project Cost:

\$450,000

Amount Requested (total cost minus any local match):

\$417,000

Proposed local match (amount):

\$33,030

Proposed local match (percentage):

7.34%

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.); and explain if additional local funds are available if the project cannot be fully funded:

Staff reviewed the cost to design and construct the 43rd Street and Chinden intersection PHB project.

What is the source of the match?

Local, non-federal ACHD funds.

Can the project be phased? (segmented into sub-units; phasing does not include splitting out design from construction)

- ✓ Yes
- No

If yes, please indicate how your project can be phased and the approximate costs of each phase:

The construction phase does not have to immediately follow the design phase.

PARTNERS/SUPPORT

Are other jurisdictional agencies or partners involved in this project?

- No
- ✓ Yes

Project development and construction of a crossing at 32nd St will be in partnership with ITD and Garden City. The PHB facility will cross ITD's right-of-way.

If yes, please list the jurisdictional agencies and other partners **and their role** in the project:

Has any public involvement been conducted for this project?

- No
- Yes

If yes, describe the results of those public involvement initiatives with a link to the project website, if applicable:

The adopted Garden City Bicycle and Pedestrian Plan included public outreach to identify and prioritize projects. The plan evaluated the need for pedestrian and bike crossings on Chinden Blvd and identified as a top priority the construction of a crossing at 33rd St. The distance between 32nd and 33rd is only 350'.

The plan is located in ACHD's Neighborhood Plans page - <https://engage.achdidaho.org/neighborhood-plans>

READINESS TO PROCEED

Has any work been completed on this project? (Mark all phases that are complete)

- N/A
- Nothing is Complete
- Preliminary Design (concept) – 30% of the design
- Final Design
- Environmental Review
- Utilities
- Right-of-Way

Please explain, if necessary:

No work has been completed, but there have been a variety of studies and discussions regarding the Chinden Blvd corridor and alternative transportation in this area, which have identified an improved pedestrian/bicycle crossing as necessary in this location

If design has been started, does it meet federal standards? Federal standards are described in the Local Public Agency Projects Guide within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A

Please explain, if necessary:

PLANNING DOCUMENTS

Is the project specifically listed in *Communities in Motion 2050*?

- Yes
- No
- N/A

Please provide the reference (long-term funded, unfunded, etc.):

N/A

Does this project conform to a local or regional plan?

- Yes
- No

Please explain: (reference the plan(s) with title/link, provide approval dates and page reference)

Page 6 of the Garden City Bicycle and Pedestrian Plan lists the results of the "Recommend Projects Survey". The plan was adopted on September 23, 2020

ATTACHMENTS:

Attach no more than two map/sketch pages (if applicable).

Attach required one-page support letters if the conditions below are applicable (otherwise optional).

- A support letter is required:
 - From the ROW jurisdiction if not within the sponsor's jurisdiction (e.g. ITD, highway district, or canal company)
 - From the land-use agency if the project is not the same as the highway jurisdiction (e.g. a city or county)
 - From the public transportation agency if the project includes improvements to public transportation operations/facilities and the sponsor does not have jurisdiction (e.g. VRT)

DEFINITIONS of ACRONYMS:

ADA American Disabilities Act
CIM Communities in Motion
ITS Intelligent Transportation Systems
LIP Leading Pedestrian Interval
PHB Pedestrian Hybrid Beacon
RFFB Rectangular Rapid-Flashing Beacons
TWLTL Two-Way Left-Turn Lane

PHASE I VIDEO TUTORIAL: [View Tutorial here.](#)

2025 COMPASS Funding Application Phase II

The next sets of questions pertain to PRIMARY PROJECT TYPES (Planning, Roadway, Active Transportation, and Public Transportation).

Please fill out ONLY the section that pertains to your project (and delete the other sections).

The four project categories are below:

Definitions:

Planning Only - Projects for which the primary result is a study, document, or planning product. This would include any plan, study, data acquisition, Planning and Environmental Linkages (PEL) study, or other process that is eligible for federal funds, but does not directly result in capital or maintenance expenses. Applications seeking design funds for a project that fits into one of the other categories would fit into that category.

Examples: County Transportation Plan, Americans Disabilities Act (ADA) Transition Plan, Transportation System Management and Operations (TSMO) Plan, Freight Fluidity Study.

Roadway - Auto-oriented projects that improve, maintain, modify, or add vehicle travel lanes; modify roadway geometry or intersection design; add or modify intersection controls; and/or are used for roadway operations.

Examples: Added travel lanes, added turning lanes, roadway resurfacing, roadway realignments, intersection improvements, signal control modifications, Transportation System Management and Operations (TSMO), and ITS improvements.

Active Transportation - Active mode user-oriented projects that improve, maintain, modify, or add active mode facilities without extensive impact* on the roadway.

Examples: New or improved pathways, bikeways, or sidewalks; improved bike or pedestrian crossings; minor operational changes benefiting pedestrians (e.g., leading pedestrian signals); traffic calming; addressing ADA compliance issues; and/or adding permanent active mode data collection devices

*"Extensive impact" to the roadway would include a change in the number of vehicle-travel lanes, but would exclude a reduction in lane widths to accommodate a pathway, for example).

Public Transportation - Projects that improve, maintain, replace, modify, or add facilities, equipment, technologies, or capital supporting public transportation and/or vanpool services.

Examples: Improving bus stops, replacing vehicles and equipment, maintaining facilities, adopting improved technology, or addressing ADA compliance issues within public transportation facilities.

All project applications must include the following attachments (not counted in the page limitation):

- ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act [Tutorial Video](#)
- ITD form 1150 – Project Cost Summary Sheet [Tutorial Video](#)
- ITD form 2435 – Local Federal-Aid Project Request [Tutorial Video](#)
- COMPASS Form FA100 – Federal Requirements [Tutorial Video](#)
- Estimating Worksheet (must match form 1150 and 2435) [Tutorial Video](#)
 - Be sure to update Phase I cost information if change occurred since the submittal of Phase I

2024 COMPASS Funding Application

Phase II

ACTIVE TRANSPORTATION PROJECT FOCUS

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 8 pages. Refer to Scoring and Ranking Guide Resources for guidance and links (add link).

Sponsor Name (agency): [Ada County Highway District](#)

Project Title: [Pedestrian Crossing of Chinden Blvd and 32nd St](#)

SAFETY

Does the project address a known active transportation safety issue? Explain and provide the data below:

Number of fatalities (active transportation related): 2

Number of serious injuries (active transportation related): 0

Explain how the project addresses the causes of the fatalities and/or serious injuries: The High Injury Network map identifies two fatal bike/ped accidents near Chinden Blvd and 38th St, which is just less than ½ mile to the west of this project. The accidents are associated with residents navigating Chinden Blvd’s 70-foot-wide vehicle right-of-way to access groceries and services at 38th St. A pedestrian hybrid beacon at 38th St is planned as part of ACHD’s Access to Opportunity project. The area around 32nd St has experienced a significant building boom that has created numerous attractors for local residents and visitors alike. Between I-184 Connector and Orchard Street there is ½ mile in which there are no safe pedestrian crossings. This project will create a safe crossing for pedestrians and bicyclists who want to access businesses on either side of Chinden Blvd.

Does the project improve safety for active transportation users?

Crash Modification Factor (CMF) most appropriate for this project: CMF ID 9022 – Install Pedestrian Hybrid Beacon (PHB or HAWK) with Advanced Yield or Stop Markings and Signs

Expected percentage of crash reduction based on CMF and types of crashes included: 18%

ECONOMIC VITALITY

Does the project address a gap in the active transportation network?

- Addresses a gap identified in CIM 2050 Priority Corridors and Projects (High Priority)
- Addresses a gap identified in CIM 2050 Priority Pathways (Medium/Low Priority)
- Addresses a gap identified in Bike Walk COMPASS
- Does not address a gap.

Explain how this project addresses a gap: There is an identified gap in the Bike Walk COMPASS system in Garden City where 32nd St does not effectively connect Chinden Blvd with the Green Belt and Clay St. ACHD has already designed the bike/pedestrian improvements that when built in 2028 will eliminate a portion of that gap by connecting Chinden Blvd to Clay St. The "Pedestrian Crossing of Chinden Blvd and 32nd St" project will add a Pedestrian Hybrid Beacon that will allow access to the scheduled bike and pedestrian facilities on 32nd St from both sides of Chinden Blvd. Adding a PHB will provide a safer option to cross this state highway, and encourage more pedestrian and bicycle use in the community. This active transportation infrastructure will provide access to a Garden City activity center that includes retail stores, restaurants, wineries, breweries, entertainment venues, parks and recreation opportunities.

The enhanced crossing planned at 32nd and Chinden directly ties in with a CIM 2050 Planned Pathway project and supports a CIM 2050 Corridor project identified on Chinden Blvd (pathway).

Does the project improve a facility in "fair" or "poor" condition? (A facility is regarding pavement, bridge deck, bridge, pathway, sidewalk, etc.)

- Good
- Fair
- Poor
- N/A: New Segment

Explain, if necessary and provide method of data collection: This project will add ADA ramps to Chinden Blvd that will allow all users the opportunity to cross Chinden Blvd when using the Pedestrian Hybrid Beacon. Public Right-of-Way Accessibility Guidelines have been adopted by ACHD. These standards require curb ramp crossings on all four corners of an intersection. If there is no ADA ramp, a crossing will be marked as prohibited. At 32nd St there are no curb ramps for crossing Chinden Blvd, and the crossing is not marked as prohibited, so this intersection does not meet current ADA standards. When constructed, this project will resolve this deficiency.

Does the project provide an active mode alternative to a congested roadway segment as identified in the COMPASS Congestion Management Annual Report?

- Runs parallel (within ¼ mile) of a "highly congested" and/or "unreliable" roadway segment
- Runs parallel (within ¼ mile) of a "moderately congested" roadway segment

Explain how the project provides an alternative to the roadway segment and how it provides or improves active transportation facilities or connections: The enhanced crossing at 32nd and Chinden Blvd provides an option for non-motorized travelers to cross Chinden Blvd. There are existing sidewalks on Chinden Blvd, and new sidewalks are scheduled to be built on 32nd St (2028). With the addition of a crosswalk at Chinden Blvd and 32nd St, the traveling public will perceive walking and bike riding as a safe and reasonable option.

CONVENIENCE

Does the project improve active mode connectivity to public transportation?

- Improves connectivity along a corridor with *current* public transportation service.
- Improves connectivity along a corridor with *planned* public transportation service.
- Not location along any current or planned public transportation corridor and does not directly support public transportation.

Explain: Valley Regional Transit's (VRT) bus Route #8 serves transit users on Chinden Blvd with stops at 31st St and 33rd St. With an enhanced crossing at 32nd St, transit users of either stop will have easier access to east bound or west bound transit service.

Does the project improve active mode connectivity to key destinations?

Explain and provide a list of the regional activity centers and/or key destinations provided access and how far the project is from those destinations: Garden City's comp plan identifies this area as a "neighborhood destination node." Per Garden City, "Activity nodes are identified on the Land Use Map for neighborhood centers, local and regional destinations, and locations in proximity to existing and future transit stations and stops. The common characteristics of the activity nodes are a mix of uses, public spaces, compatible transition to the uses surrounding the nodes and non-motorized connections to within a quarter mile walkable area of the node center." The most notable recreation destination in the area is the Boise River Green Belt, which is located less than one thousand feet from the project intersection. With access to the green belt, people who ride bikes or walk have a relatively short trip to get to Esther Simplot Park, Quinn's Pond and Kathryn Albertson Park. In the last five years, there has been a significant amount of new construction and renewal of existing businesses in what Garden City calls the Surel Mitchell Live Work Create District. Examples of renewal are the Riverside Hotel, which is both a full-service hotel and a convention center. Restaurants, bakeries, wineries and breweries within a short walk of the intersection of Chinden Blvd and 32nd St include the following:

1. The Stagecoach Inn (restaurant)
2. Bardenay Restaurant and Distillery (New)
3. Split Rail Winery
4. Barbarian Brewing Taproom
5. Flourish Bakery
6. Parceró Wine Bar
7. Telaya Wine Company
8. Ling & Louie's Asian Bar and Grill
9. The Sandbar Patio & Grill
10. Coiled Wines
11. Western Collective
12. Barrigas Mexican Restaurant
13. Wepa Café
14. Push & Pour

QUALITY OF LIFE

Does the project benefit an underserved area (as related to the COMPASS Equity Index)?

Yes

No

If the answer is no, but will still provide benefits to an underserved area, explain how:

Explain the benefit(s) the project will provide to an underserved area: Constructing an enhanced crossing at Chinden Blvd and 32nd St will provide the identified underserved residents of this part of Garden City with better access to bus routes and put them within walking or biking distance of more businesses and services. In support of alternative transportation modes and the underserved, ACHD's Garden City's Bicycle & Pedestrian Plan (September 23, 2020), a Pedestrian Hybrid Beacon in the vicinity of 33rd St and Chinden has been identified as a "High" priority sidewalk project. Per Garden City's high priority infrastructure strategies in the Regional Safety Action Plan, enhanced crossings of Chinden Blvd are specified.

Does the project address any environmental impacts (as listed in the COMPASS Environmental Review Map)?

- Yes
- No

Please list the impacts identified on the Environmental Review Map and explain how the project will address the impacts:

If the COMPASS Environmental Review Map does not provide information for this project, provide supplemental documentation that shows the project addresses environmental impacts and provides references to where the information was obtained.

Community in Motion Score Card – Mode Shift

Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?

- Yes
- No

Identify the issue and describe the improvement: This project will add ADA ramps to Chinden Blvd that will allow all users the opportunity to cross Chinden Blvd when using the Pedestrian Hybrid Beacon. Public Right-of-Way Accessibility Guidelines have been adopted by ACHD. These standards require curb ramp crossings on all four corners of an intersection. If there is no ADA ramp, a crossing will be marked as prohibited. At 32nd St there are no curb ramps for crossing Chinden Blvd, and the crossing is not marked as prohibited, so this intersection does not meet current ADA standards. When ADA ramps are constructed, this project will resolve this deficiency.

PROJECT READINESS

Is the project a priority to the sponsor agency?

COMPASS staff will request all priorities of applications submitted after the deadline.

Does the partner agency provide match above the required minimum?

Project amounts and proposed match are provided in the Phase I application. If the amount of request or match proposed is different than in Phase I, please revise Phase I. I have updated Phase I application to have a match of 7.34%, or \$33,030 instead of \$33,000.

Is the project ready for federal implementation? (Mark all that apply)

- Pre-concept report complete or equivalent
- Preliminary design complete
- Environmental complete
- Final design complete
- Right-of-way plans complete (or not needed)
- Right-of-way acquired (or not needed)
- PS&E is ready

REQUIRED ATTACHMENTS

All project applications must include the following attachments (not counted in the page limitation):

- ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act [Tutorial Video](#)
- ITD form 1150 – Project Cost Summary Sheet [Tutorial Video](#)
- ITD form 2435 – Local Federal-Aid Project Request [Tutorial Video](#)
- COMPASS Form FA100 – Federal Requirements [Tutorial Video](#)
- Estimating Worksheet (must match form 1150 and 2435) [Tutorial Video](#)
 - Be sure to update Phase I cost information if change occurred since the submittal of Phase I



IDAHO TRANSPORTATION
DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

November 19, 2024

Executive Director Matt Stoll
Community Planning Association of Southwest Idaho (COMPASS)
700 NE 2nd Street
Meridian, ID 83642

RE: Pedestrian Hybrid Beacon at Chinden Blvd & 32nd St, Boise, Idaho

Director Stoll,

In general, ITD is supportive of Pedestrian Hybrid Beacon's (PHB) in the 35mph speed zones along US-20/26 (Chinden Blvd). Ideally these PHB's would be installed at locations outside of the current and forecasted queue zones of the existing or future signalized intersections. Additionally, locations should be selected to provide good connectivity to pedestrian and bike networks (including the Boise River Greenbelt), with a focus on where businesses, housing, and/or recreational opportunities occur on both sides of Chinden Blvd.

This project proposes to install a PHB at the intersection of Chinden Blvd and 32nd Street in Garden City. This PHB will provide for a safe crossing opportunity for pedestrians and cyclists in this area. The immediate area has seen a significant amount of new development on both sides of the highway driving the need for a safe crossing for pedestrians and cyclists. To the northeast is the sprawling, 300 room Riverside Hotel. To the north of Chinden Blvd and 32nd Street, are many new residential units that include condominiums and townhomes along with single family units. On the south side of the intersection are several new wineries, breweries, restaurants, and shops, which are drawing people who choose to travel by foot or by bike. The existing hotel rooms, residential units, businesses, and connections to the Boise River Greenbelt also contribute to the number of pedestrians and cyclists who would like to cross Chinden Blvd in this area.

This project will complete work identified in Garden City's Bicycle and Pedestrian Plan which identified a crossing at 33rd St. and Chinden Blvd as a top priority. ITD is supportive and committed to assisting with the timely delivery of this proposed PHB at Chinden Blvd and 32nd St. as a suitable alternative to 33rd St. ITD looks forward to this project moving forward.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Brinkman', written over a horizontal line.

Jason Brinkman, P.E.
District Administrator

November 19, 2024

COMPASS

Matt Stoll, Executive Director
700 NE 2nd Street Suite 200
Meridian, ID 83642

RE: Pedestrian Hybrid Beacon at 32nd St and Chinden Blvd

Dear Matt Stoll:

Valley Regional Transit (VRT) fully supports ACHD's funding application for a Pedestrian Hybrid Beacon at 32nd St and Chinden Blvd. Chinden Blvd has long been a significant barrier for pedestrians, cyclists and transit riders. This area of Garden City has continued to develop and there is a lack of safe pedestrian crossings near 32nd St. This project is supported by studies from multiple agencies and would strengthen VRT's June 2024 service change by making destinations around VRT's bus stops more accessible. Safe, convenient crossings are especially important for transit riders who typically must be able to access both sides on foot to access destinations near bus stops and to make a round trip.

In June of 2024, VRT revised service on Chinden to run in both directions in the AM and PM rush hours. This change was designed to make it easier to travel up and down the Chinden Corridor. The June service change also focused on increasing the visibility and presence of bus stops including helping bus riders connect with destinations near the bus stop. Currently there is no pedestrian crossing near the pair of stops VRT has at 31st. Any rider trying to cross Chinden would have to walk 1 kilometer to use a marked crossing and return the stop on the other side of the street. This crossing will make destinations like the Riverside Hotel, Greenbelt, new townhomes, condominiums, wineries and breweries on the East end of Garden City much more accessible by transit.

This project not only provides important transit infrastructure but also supports Communities in Motion's Transportation Safety, Economic Vitality, Convenience, and Quality of Life goals and supports COMPASS' Complete Network Policy. VRT fully recommends COMPASS funding ACHD's Pedestrian Hybrid Beacon at 32nd St and Chinden.

Sincerely,



Elaine Clegg

Chief Executive Officer



Sub-Awardee Reporting For The Federal Funding Accountability and Transparency Act (FFATA)

ITD 0414 Rev. 11-15
itd.idaho.gov

As required by the Federal Funding Accountability and Transparency Act ("Transparency Act" or "FFATA" per P.L. 109-282, as amended by section 6202(a) of P.L. 110-252; note 31 U.S.C. 6101), information on the first-tier sub-awards related to Federal contracts and grants, and the executive compensation of awardees and sub-awardees must be made publicly available beginning October 1, 2010. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant sub-award and executive compensation data¹.

The following information must be reported for prime awardees and sub-awardees²:

Sub-Awardee DUNS ³ 99312712	Sub-Awardee Name Ada County Highway District		
Address 3775 Adams St	City Garden City	State ID	Zip Code 83714

Names and total compensation of the five most highly compensated officers of the entity must be listed if:

- the entity in the preceding fiscal year received 80 percent or more of its annual gross and revenues in Federal awards; and
- the entity in the preceding fiscal year received \$25,000,000 or more in annual gross revenues from Federal awards; and
- the public does not have access to this information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. §§ 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

Name	Total Compensation ⁴
1.	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above This entity has not received \$25,000,000 or more in annual gross revenue from federal awards.	

Definitions and Authority

1. From Executive Office of the President, Office of Management and Budget, memorandum dated August 27, 2010.
2. A sub-awardee is a recipient of a sub-award. I.E., where ITD loses programmatic control or resident oversight; functioning only as a trustee of an obligation.
3. Unique identifier used is the sub-awardee's Dun & Bradstreet (D&B) DUNS Number. See OMB M-09-19 at 11.
4. "Total compensation" means the cash and noncash dollar value earned by the executives during the sub-recipient's past fiscal year of the following (for more information see 17 CFR 229.402(c)(2)): (i). Salary and bonus. (ii). Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with FAS 123R. (iii). Earnings for services under non-equity incentive plans. Does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees. (iv). Change in pension value. This is the change in present value of defined benefit and actuarial pension plans. (v). Above-market earnings on deferred compensation which are not tax qualified. (vi). Other compensation. For example, severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property if the value for the executive exceeds \$10,000.

Completed By (Sub-Awardee's Printed Name) Ryan Head	Title Director	FFY 2025
Signature 		Date 01/14/2025



Project Cost Summary Sheet

ITD 1150 (Rev. 06-17)
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
	Pedestrian Crossing of Chinden Blvd and 32nd St	1/14/2025
Location		District
Intersection of Chinden Blvd and 32nd St, in Garden City		D3
Segment Code	Begin Mile Post	End Mile Post
		Length in Miles

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)	\$5,000	
1b. Preliminary Engineering by Consultant (PEC)	\$75,000	
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)	\$242,000	
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	\$17,000	
11. Detours		
12. Landscaping	\$12,000	
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	\$55,000	
15. Cost of Constructions (Items 3 through 14)	\$326,000	
16. Mobilization 8 % of Item 15	\$26,000	
17. Construction Engineer and Contingencies 5 % of Items 15 and 16	\$18,000	
18. Total Construction Cost (15 + 16 + 17)	\$370,000	
19. Total Project Cost (1 + 2 + 18)	\$450,000	
20. Project Cost Per Mile		

Prepared By:

Travis Spiker

Local Federal-Aid Project Request



Instructions

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

Note: In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) Ada County Highway District			Date 1/13/25		
Project Title (Name of Street or Road) Pedestrian Crossing of Chinden Blvd and 32 nd St		F.A. Route Number	Project Length	Bridge Length	
Project Limits (Local Landmarks at Each End of the Project) Intersection of Chinden Blvd and 32 nd St.					
Character of Proposed Work (Mark Appropriate Items)					
<input type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk		
<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat		
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> ADA ramps		
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 80,000			
Right-of-Way (ITD 1150, Line 2)		\$ 0			
Construction (ITD 1150, Line 18)		\$ 370,000			
Preliminary Engineering By: <input type="checkbox"/> Sponsor Forces <input checked="" type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing		N/A			
Within 2 miles of an Airport		N/A			
Parks (City, County, State or Federal)		N/A			
Environmentally Sensitive Areas		N/A			
Federal Lands (Indian, BLM, etc.)		N/A			
Historical Sites		N/A			
Schools		N/A			
Other					
Additional Right-of-Way Required: <input checked="" type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	N/A	N/A	Roadway Width (Shoulder to Shoulder)	N/A ft	N/A ft
Pavement Type	N/A	N/A	Right-of-Way Width	N/A ft	N/A ft

Sponsor's Signature <i>Dyan Bwim</i>	Title Deputy Director, Projects
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Additional Information to be Furnished by the District

Functional Classification	DState Highway	Terrain Type	Flat	20 23	ADT/DHV	27,617
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UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

Applicants should keep in mind that receipt of federal funds requires compliance with the following federal and state requirements (Note - this is not an exhaustive list):

1. **Equal Opportunity** requirements (non-discrimination) for construction contracts in excess of \$10,000 apply to a wide range of project elements, including contracting opportunities. A non-discrimination agreement must be signed as part of the award process, and records must be kept to show compliance. Disadvantaged Business Enterprise (DBE) requirements might apply.
2. Minimum wage requirements (**Davis-Bacon Act**) and anti-kickback requirements (**Copeland Act**) for construction contracts in excess of \$2,000, records must be kept to show compliance.
3. No use of federal funds for lobbying, for construction contracts in excess of \$100,000.
4. National Environmental Policy Act (**NEPA**).
 - a. The National Environmental Policy Act requires federal actions (including local transportation projects receiving federal aid) to be evaluated for potential impacts to the environment. Idaho Transportation Department (ITD) and the FHWA jointly conduct this review.
 - i. For major actions that significantly affect the quality of the human environment, an Environmental Impact Statement (EIS) must be prepared. This is a lengthy (and expensive) process that requires consideration of alternatives, analysis of impacts, and compliance with a series of public notice and comment periods.
 - ii. For projects in which the significance of the environmental impact is uncertain, an Environmental Assessment (EA) must be prepared. This document is more limited in scope than an EIS, and the procedure is not as lengthy. If it is determined, through the EA process, that there will not be significant impacts, a Finding of No Significant Impact (FONSI) is issued. If it is determined that there will be significant impacts, an EIS must be prepared.
 - iii. Most federal aid projects qualify for a "categorical exclusion," meaning that the project will not have a significant effect on the human environment. For these projects, neither an EIS nor an EA need be prepared. Federal regulations have identified several project types that typically receive a categorical exclusion (such as installation of utilities along a road; construction of bicycle and pedestrian paths; landscaping; installation of fences, signs, pavement markings and traffic signals, where no substantial land acquisition or traffic disruption would occur; alterations to facilities to make them accessible to elderly and handicapped persons; and other types of projects). Even though a proposed project might fall within an exclusion category, applicants must obtain clearance from ITD.
 - iv. Contact District Environmental Staff (listed at <http://itd.idaho.gov/enviro/District.Staff.htm>) for assistance with navigating the environmental review process.

5. Compliance with audit requirements:
 - a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
 - b. An entity whose annual budget (from all sources) exceeds \$250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
 - c. An entity whose annual budget (from all sources) exceeds \$100,000 but does not exceed \$250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
 - d. An entity whose annual budget (from all sources) exceeds \$50,000 but does not exceed \$100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
 - e. An entity whose annual budget (from all sources) does not exceed \$50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.
6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.
7. Compliance with U.S. Office of Management and Budget (OMB) circulars on allowable costs, as follows:

For the costs of a:	Use the principles in:
State, Local or Indian Tribal Government	2 CFR 225
Private, nonprofit organization other than an (1) institution of higher education, (2) hospital, or (3) organization named in 2 CFR 230 as not subject to that circular	2 CFR 230
Educational institution	2 CFR 220
For-profit organization other than a hospital and an organization named in 2 CFR 230 as not subject to that circular	48 CFR Part 31, Contract Cost Principles and Procedures, or uniform cost accounting standards that comply with cost principles acceptable to the Federal agency.

8. Compliance with Federal Transit Administration, ITD, or Valley Regional Transit grant administration team reimbursement requirements. In most cases, recipients must request reimbursement of an expense within 60 days or the expense will not be reimbursed. ITD has up to 30 days to issue the reimbursement.
9. Compliance with minimum liability insurance requirements. Contractors must have comprehensive public and general liability insurance of at least \$500,000.00 per occurrence, and \$1,000,000.00 aggregate.

I, Dyan Bevins, from the Ada County Highway District (agency) have read the information above and understand the intent, and realize there are many other federal requirements to follow if this project is funded with federal funds. The information above is merely a summary of federal requirements for a federal-aid project. This project is proposed considering the federal requirements above.

Project Name: Pedestrian Crossing of Chinden Blvd at 32nd Street, in Garden City

Signed: Dyan Bevins

Dated: 01-16-25

Project Estimating Worksheet

For Small Construction Projects

Proposed Funding Match Rates	Local Rate	Federal Rate
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to 100% below if agency plans to cover the cost of a phase with local funds - such as design costs, utilities, or right-of-way costs.

Infrastructure Project (less than \$500,000)			Local Portion		Federal Portion		
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	Preliminary Construction Estimate (PCE) <i>(Enter the estimated cost of construction only)</i>		\$ 326,000	7.34%	\$23,928	92.66%	\$302,072
CN	Construction Contingency (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 25,000	7.34%	\$1,835	92.66%	\$23,165
CE	Construction Engineering (ITD) <i>(standard amount)</i>	Standard	\$ 1,000	7.34%	\$73	92.66%	\$927
CC	Construction Engineering (Consultant) <i>(standard amount - if PCE less than \$250,000, change to \$20,000)</i>	Standard	\$ 18,000	7.34%	\$1,321	92.66%	\$16,679
CL	Construction Engineering (LHTAC) <i>(standard amount - if PCE less than \$250,000, change to \$10,000)</i>	Standard	\$ -	7.34%	\$0	92.66%	\$0
UT	Utilities <i>(amount for moving/improving utilities)</i>		\$ -	7.34%	\$0	92.66%	\$0
	Right-of-Way <i>(ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)</i>		\$ -	7.34%	\$0	92.66%	\$0
RW	Land Purchase <i>(estimated amount for land purchase)</i>		\$ -	7.34%	\$0	92.66%	\$0
LP	Preliminary Engineering (ITD) <i>(standard amount)</i>	Standard	\$ 5,000	7.34%	\$367	92.66%	\$4,633
PE	Preliminary Engineering (Consultant) <i>(20% of PCE + contingency - if project includes complexities, increase to 30%)</i>	20%	\$ 75,000	7.34%	\$5,505	92.66%	\$69,495
PC	Preliminary Engineering (LHTAC) <i>(standard amount)</i>	Standard	\$ -	7.34%	\$0	92.66%	\$0
PL							

Total Project Estimate	Total Local Portion	Total Federal Portion
\$450,000	\$33,030	\$416,970

Construction
Right-of-Way
Design

Did you remember to include Davis Bacon wages and consideration of all federal requirements?