



COMPASS, City of Boise, and Idaho Transportation Department

SH 55 Pathway Connection – Baldcypress to McMillan

September 2023

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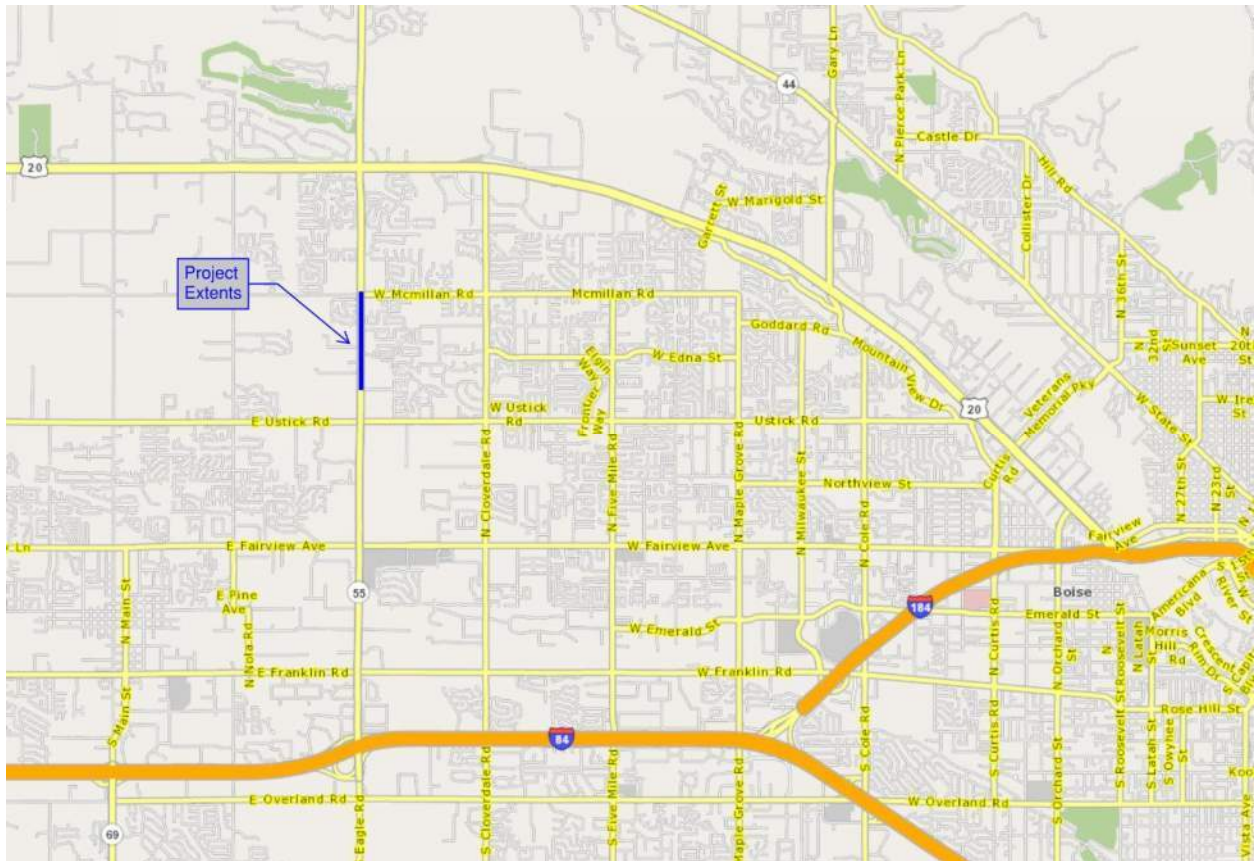
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CHAPTER 1

1.1 Project Summary

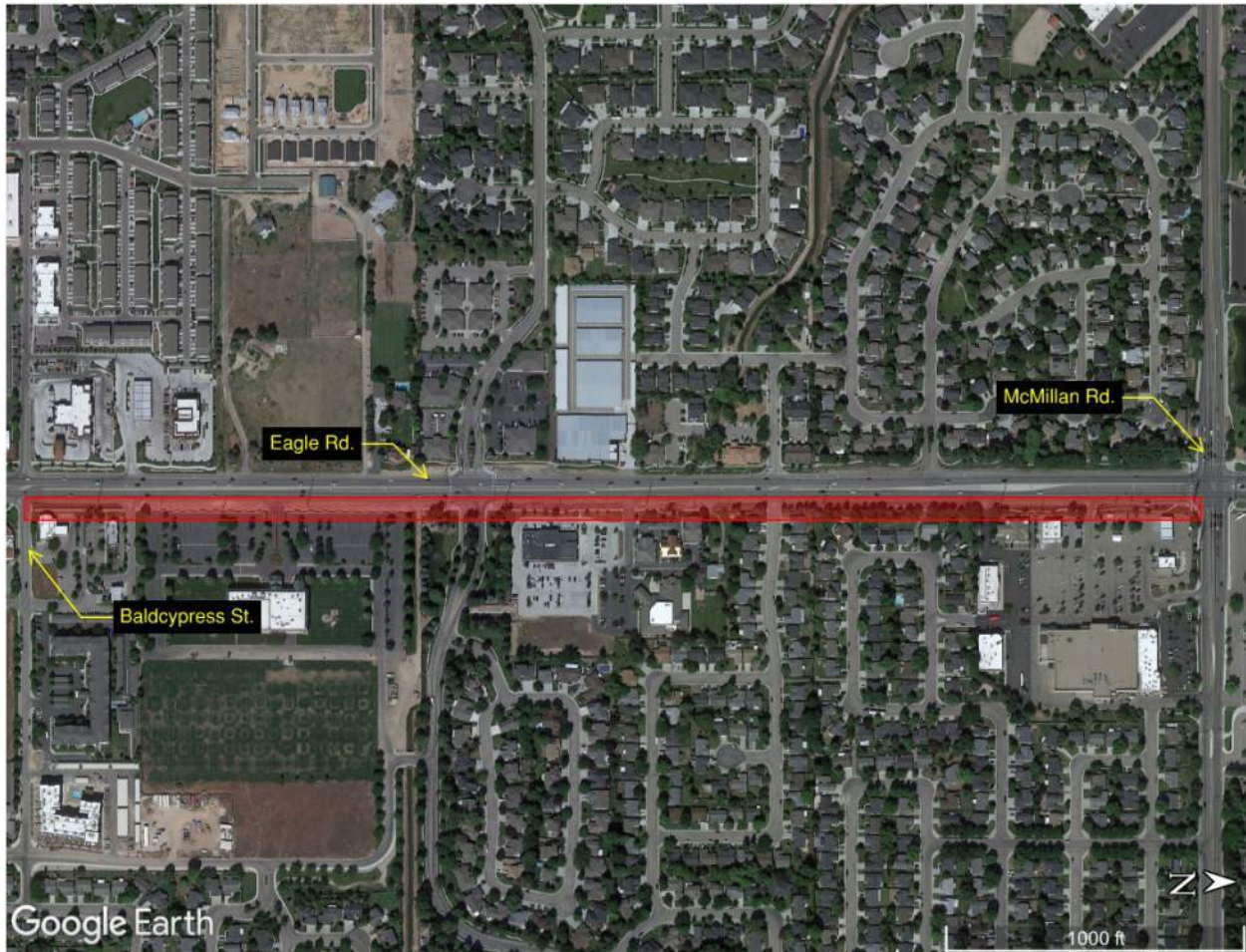
Consor Engineers came under contract on October 1st, 2022, to provide the following report on the feasibility of expanding the existing multi-use pathway along the east side of Eagle Road from Baldcypress Street to McMillan Road.

Figure 1-1 | Vicinity Map



Located on the west edge of the city of Boise, the area surrounding the immediate project limits largely consists of residential and commercial developments. This area has seen rapid growth and development over the past several decades from a strictly agricultural and rural area to the residential and commercially focused developments present today. Eagle Road, or SH-55 as designated by local jurisdictions, is a major arterial road running north-south that collects large amounts of vehicles travelling north from I-84. Eagle Road primarily consists of an 8-lane roadway, with the composition varying along the corridor as dedicated center turn lanes and right turn slip lanes emerge as needed. Sidewalk runs intermittently along this segment of Eagle Road depending on the proximity to local business fronts and residential neighborhoods. Eagle Road serves as a principal arterial from I-84 to the central Idaho region and beyond. Historically, Eagle Road has steadily expanded in width over time to serve the increasing population of the Treasure Valley region, which encompasses Boise and the surrounding municipalities south of the Boise foothills and north of the Snake River.

Figure 1-2 | Project Extents Map



Within the project extents, pedestrian facilities exist discontinuously along the east and west sides of the roadway. Immediately adjacent to the roadway are drainage swales that serve to collect stormwater and separate pedestrians from the high speeds present along Eagle Road. The existing pathway on the east side, which is the primary focus of this concept study, consists of a concrete sidewalk that varies widely in width and alignment. The outlined section along Eagle Road, approximately 0.62 miles in length, was identified by Community Planning Association of Southwest Idaho (COMPASS) and the City of Boise (City) as in need of improving the consistency and capacity of the existing pathway and for Americans with disabilities Act (ADA) compliance. The proposed pathway will serve local pedestrian and bicycle traffic traveling to and from various residential and commercial areas, as part of the larger pathway plan for west Boise.

The core concept of the future proposed work involves expanding the concrete sidewalk to 12 feet in width throughout the identified corridor. A second concept was developed that aimed to maintain the 12-foot width wherever possible but could be constrained to 8 feet in width as a measure to avoid relocating large utility/electrical poles. A large consideration for cost other than basic materials for this concept is Right of Way acquisition. The vast majority of existing concrete walk throughout the project extents lies on property outside of Idaho Transportation Department (ITD) Right of Way. Development constructed the existing sidewalk segments; however, easements were not granted to the city to maintain or improve the sidewalk without obtaining the needed easements. Because of this, the sidewalk varies widely in width depending

on the section. **Figure 1-3** below showcases an example of this, and emphasizes the project’s need to maintain consistency to the route for ease of use and level of pedestrian and bicycle service.

Figure 1-3 | Abrupt shift in sidewalk alignment



In an effort to minimize the cost of Right of Way (R/W) acquisition, each concept design attempts to maintain the existing back of walk alignment where possible, expanding the concrete sidewalk towards Eagle Road and away from private property. A prominent feature of the existing corridor is large swales between the sidewalk and the roadway shoulder that serve as a means of stormwater drainage.

Figure 1-4: Existing Drainage Swale



Also present in a smaller capacity are lengths of curb and gutter. Due to the desire to expand the pathway towards Eagle Road, the swales will be reduced in area and capacity. Because of this, curbs and gutters along with collection inlets have been proposed in areas where swales become too small to capture and store water. Various stormwater and irrigation features are found in close proximity to the sidewalk along the project extents. Two irrigation canals, varying in size, are present within the identified project limits and belong to the Settler's Irrigation District of Idaho. The first (Nourse Lateral) is encountered approximately 1,280 feet north of Baldcypress Street. The existing walk ends abruptly and does not avoid the structure. As such, both concept designs shift the alignment of the sidewalk to avoid the wingwall structure that serves the canal.

Figure 1-5: Canal and Irrigation Feature



Present within the vicinity of this canal is a box structure thought to aid in diverting water from the canal to residences and other facilities in need. This structure borders the existing back of walk as shown below.

Figure 1-6 | Irrigation Box Near Canal



A much larger canal, the North Slough, crosses Eagle Road approximately 2,130 feet north of Baldcypress St. This structure protrudes to the east, away from Eagle Road, and takes up a considerable amount of R/W. As such, the existing sidewalk alignment veers east to avoid this structure. The proposed concept will continue to veer east to not impact the structure, which will require an easement or R/W acquisition.

Figure 1-7 | Large Canal and Corresponding Feature



The existing walk immediately north of this canal continues north and ends prior to a residential property. North of this residential parcel, the sidewalk alignment veers west, not aligning with the sidewalk to the south. This section immediately south of the residential parcel has been identified as an area of sidewalk removal, with the proposed alignment moving west to match up with the sidewalk north of the private parcel.

Several wooden utility poles are in close proximity to the existing sidewalk and will need to be relocated during construction. As mentioned previously, also present in this stretch are large power transmission poles with electrical lines that are meant to be avoided by either altering the proposed alignment or narrowing the width of the proposed sidewalk down to a minimum of 8 feet.

Figure 1-8 | Utility Poles Adjacent to Existing Sidewalk



1.2 Summary

The proposed project will reconstruct and widen the sidewalk width along the east side of Eagle Road from Baldcypress Street to McMillan Road generally to 12 feet in order to improve the capacity and usability of the multi-use pathway and provide connectivity to other regional pathway facilities. Challenges to widening include obtaining easements, as much of the existing pathway resides on land outside of ITD R/W. Additionally, the east side of Eagle Road is an important utility corridor, therefore, close coordination with utility companies is necessary to develop a pathway alignment that meets community needs and maintains use for utilities present.

1.3 Project Description

1.3.1 Project Development

This project is needed to provide pedestrian and bicycle access through this corridor and to provide connectivity to other pathway systems that already exist north and south of this segment of Eagle Road.

1.3.2 Scope of Work

The scope of work for this project involved developing a multi-use pathway design concept with alternatives for expanding the existing sidewalk to 12 feet in width. The proposed layout needed to adhere to a few constraints including but not limited to the avoidance of large power transmission poles and irrigation features present throughout the project extents. A cost estimate for materials and labor was also to be prepared.

1.3.3 Assumptions

Assumptions in developing the project concepts include:

- 12-foot multi-use path is preferred

- Relocating large power transmission utilities at project expense is not preferred.
- Relocation of Nourse Slough facilities is possible, but not desirable.
- Relocation of North Lateral facilities is not feasible or preferred.
- Drainage swales are to be maintained where feasible, and drainage systems will need to be installed if the distance from roadway to pathway becomes too narrow.
- Placing the proposed multi-use pathway at the back of the existing sidewalks is desirable to keep the pathway as far as possible from the roadway, while not requiring additional R/W.

1.3.4 Existing Conditions

- Land Use
 - The immediate area surrounding the project extents consists of a mix of residential and commercial uses.
- Vehicle Volumes
 - Roughly 50,000 AADT per ITD's OpenData ArcGIS software
 - The forecasted traffic demand for 20 years from now is 57,700 (2045)
- Bike/Ped Facilities
 - Discontinuous segments of sidewalks of various widths constructed by commercial and residential properties to meet the development agreement requirements when they were constructed. Easements were not established for the City of Boise or ITD to maintain or make improvements to these sidewalks.
- Transit
 - Aside from a small bus loop near the Village (Eagle Rd & Fairview Ave) and on-demand service in Eagle, there is currently no dedicated transit service or stops along the corridor. Two routes utilize SH-55 south of the project, which runs between River Valley Street and Pine Street. Valley Regional Transit (VRT) is working with agencies to establish the HWY-44 Express route ([ID# FR-017-0](#)). The project is currently unfunded. When operational, the route would run along SH-55 from St. Lukes to SH-44. The Communities in Motion 2050 unfunded public transit system shows a few more routes crossing Eagle between River Valley and Overland, but it's unlikely any would need a stop on SH-55.
- Crash Data
 - COMPASS provided 5-year crash data for 2016-2021 that occurred within the identified project extents related to pedestrian activities. Two of the crashes were reported with a severity level of B, which indicates that a minor injury visible to a third party occurred due to the crash. One crash was reported with a severity level of A, which indicates that an incapacitating injury occurred.
 - 2016 – crash between a bicyclist and a vehicle occurred at the crosswalk at Wainwright Drive at the intersection with Eagle Road. Failure to obey the signal was cited. This crash was listed with a B in severity.

- 2019 - The second B-severity crash occurred 50' east of the intersection of Baldcypress Drive and Eagle Road. This crash also involved a bicyclist and a vehicle and occurred at an unmarked crosswalk at a commercial access.
- 2021 - The A-severity crash occurred at the intersection of Meadowdale Drive and Eagle Road. A cyclist was travelling on the roadway shoulder and was impacted by a vehicle-to-vehicle crash sending the cyclist into the swale. This crossing is also an unmarked crossing.

It is important to note that all accidents occurred at intersections and two of the intersections lacked crosswalk markings.

➤ Utilities and Irrigation

- Large transmission power poles belonging to Idaho Power are present throughout the project.
- Wooden service utility poles also span the entire project length to provide local service.
- The following list of Utility companies found within the project vicinity was developed with the consultation of as-builts from a project with limits very near to this project.
 - Cable One/Sparklight – Internet service provider with both underground cables and equipment spanning across and along Eagle Road. Consistent presence across project limits, contact made during report development for confirmation.
 - Century Link – Internet service provider. Strong likelihood of presence within project limits, no contact made at this stage.
 - Integra Telecom/Electric Lightwave – Telecommunication company, no contact made. Upon closer inspection this company no longer has a presence in the area.
 - Veolia– Water main on east side of Eagle Road within the project limits. Contact made with company where presence on more than half of the identified project limits was stated.
 - Syringa Networks – Telecommunication company with fiber optic cables running underground and overhead along the entire project limits. Contact was made to confirm presence.
 - Zayo Fiber – Telecommunication company. No contact made. Likely present with either overhead or underground lines.

➤ Irrigation Facilities

- Settler's Irrigation District has two canals running across Eagle Road. The North Slough is a larger canal facility and poses an obstacle to the multi-use pathway design. Relocation of current irrigation facilities would be very expensive and require extensive design and coordination. The Nourse Lateral is smaller in size and is avoided via a slight change in the multi-use pathway alignment. The Nourse Lateral headwall on the east side could easily be relocated eastward, if needed.

➤ Stormwater

- The majority of stormwater facilities in the corridor consist of drainage swales that directly receive and infiltrate stormwater from SH-55. There are limited amounts of curb and gutter, particularly associated with local road connections to SH-55. Water is directed via the curb and gutter to infiltration facilities associated with the local roadway connections.

1.3.5 Regional/Network Connections for Pedestrians/Bicyclists

- A sidewalk connection to the Mahogany Park residential neighborhood exists approximately 3,000 feet north of Baldcypress St and will need to be maintained with the proposed design.
- There is also a pathway north of McMillan Road that this project will connect with, using the pedestrian street crossing at McMillan Road.

1.3.6 Comprehensive Purpose and Need Description for Grant Narrative

- Benefits Expected
 - Currently, the existing sidewalk is not compliant with Americans with Disabilities Act (ADA) standards, limiting its use by all users. Including Americans with Disabilities Act (ADA) compliant features will ensure this route is accessible to all who wish to use it. Expanding the sidewalk width to a consistent 12 feet along the outlined project route will increase serviceability and safety to both pedestrians and bicyclists. Shifting the overall alignment of the multi-use pathway where needed will also provide users with a comfortable and intuitive multi-use pathway to follow throughout the route, while maintaining the existing irrigation and utility features.
- Evidence Problem Exists
 - The existing sidewalk varies widely across the project extents in terms of condition, width, and useability. The following images following help exemplify this fact:

Figure 1-9 | Discontinuous Sidewalk



Figure 1-10 | Sidewalk Width Constriction



Figure 1-11 showcases the existing issue of sidewalk discontinuity and misalignment. The sidewalk abruptly ends and has a vertical discontinuity, making it difficult and unsafe for pedestrians and bicyclists to traverse, particularly for people with disabilities.

Figure 1-11 | Misaligned Sidewalk



Figure 1-12 shows an obstruction that encroaches into the existing sidewalk width. Bound on the other side by a retaining wall, this section is a potential conflict zone for two-way traffic and does not meet ADA requirements.

Figure 1-12 | Pathway Obstruction



1.4 Applicable Strategic Goals and Performance Measures (*Communities in Motion 2050*)

- **Safety** – The proposed multi-use pathway provides a continuous pathway for both pedestrians and bicyclists that will meet ADA standards. The pathway alignment will also maximize separation between the pathway and SH-55 to provide the most comfort and safety for both vehicle and pedestrian users.
- **Economic Vitality** – The project will improve the multimodal transportation system along SH-55, making it more accessible to pedestrians and cyclists. There are also several businesses along this segment of SH-55 and the multi-use pathway will increase public access to these businesses making these businesses more accessible to all users. The multi-use pathway will also increase the regional pathway connections in the area, which will enhance the economic vitality of the region.
- **Convenience** – The proposed multi-use pathway will improve the regional transportation system by providing access and mobility for all users via safe, efficient, and convenient transportation options. The multi-use pathway will also improve the regional transportation system with higher connectivity that enhances capacity of the regional system and encourages walking and biking.
- **Quality of Life** – The proposed multi-use pathway will enhance the quality of life along this corridor by providing a safe and walkable corridor for the many neighborhoods and adjacent business owners and patrons. The multi-use pathway will also provide equitable access to safe, affordable, and reliable transportation options for more users than was previously provided along SH-55. The

project will also preserve open space along SH-55 and promote connectivity to open space areas, natural resources, and trails through the larger regional pathway system in the area.

➤ Consistency with Existing Plans and Documents

A joint Eagle Road corridor plan was developed beginning in 2016 (City of Meridian, Boise, COMPASS). From that plan, the proposed multi-use pathway has been highlighted as a need on the Bike Walk COMPASS Tool as a 10' sidewalk. This project looks to further develop this pathway concept towards the ultimate design and construction of the multi-use pathway.

The proposed multi-use pathway project will provide connection with pedestrian improvements north and south of the project and as part of the regional improvements envisioned by the City of Boise and Meridian.

1.5 Identify and Evaluate Project Constraints

1.5.1 Coordination with Local Highway District, ITD-District 3, and City of Boise

Ada County Highway District (ACHD) does not have any direct jurisdiction over SH-55, but representatives were invited to the initial project meetings. They declined and stated they would be interested in engaging in the next phases of the project, as they have local roads that connect within the project limits. All project meetings have been attended by staff from ITD District 3, City of Boise, and COMPASS. There has also been coordination with ITD District 3 regarding stormwater uses along SH-55 and ensuring the proposed multi-use pathway maintains the needed stormwater function in the proposed design.

1.5.2 Coordination with Irrigation Districts

Efforts were made to reach out to the Settler's Irrigation district to discuss the proposed multi-use pathway project, determine their use requirements, and discuss potential relocation of their facilities. As calls were not returned, the proposed multi-use pathway concepts avoid relocating their facilities. Future efforts will be made to connect with the irrigation district during the next phase of design.

1.6 Define and Recommend Alternative for a Detached, Paved, Multi-Use Pathway

1.6.1 Description/Configuration of Alternatives Considered

Two concept designs were developed over the course of the study. Both alternatives targeted a proposed width of 12 feet. While being reduced in width, the drainage swale will be re-established as the primary method of stormwater collection and infiltration, as shown in **Figure 1-14** below. When the sidewalk becomes too close to SH-55 (~18 feet), the drainage swale will be eliminated, and curb and gutter will be installed, as shown in **Figure 1-15** below. Here, curb inlets will be utilized to capture stormwater, directing water to subsurface storage and treatment facilities. **Figure 1-13** illustrates the existing condition found in the corridor today.

Figure 1-13 | Typical Section - Existing Condition

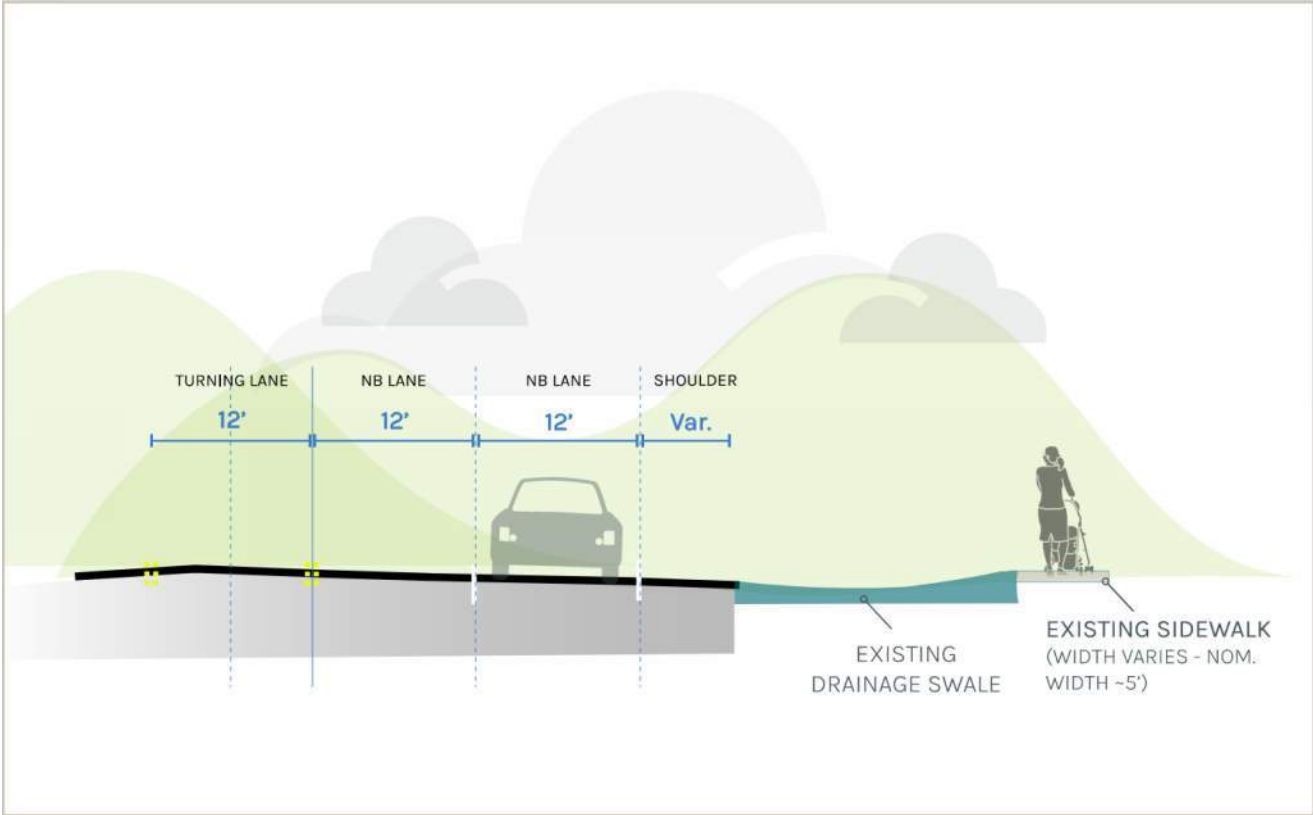


Figure 1-14 | Typical Section - Proposed Condition

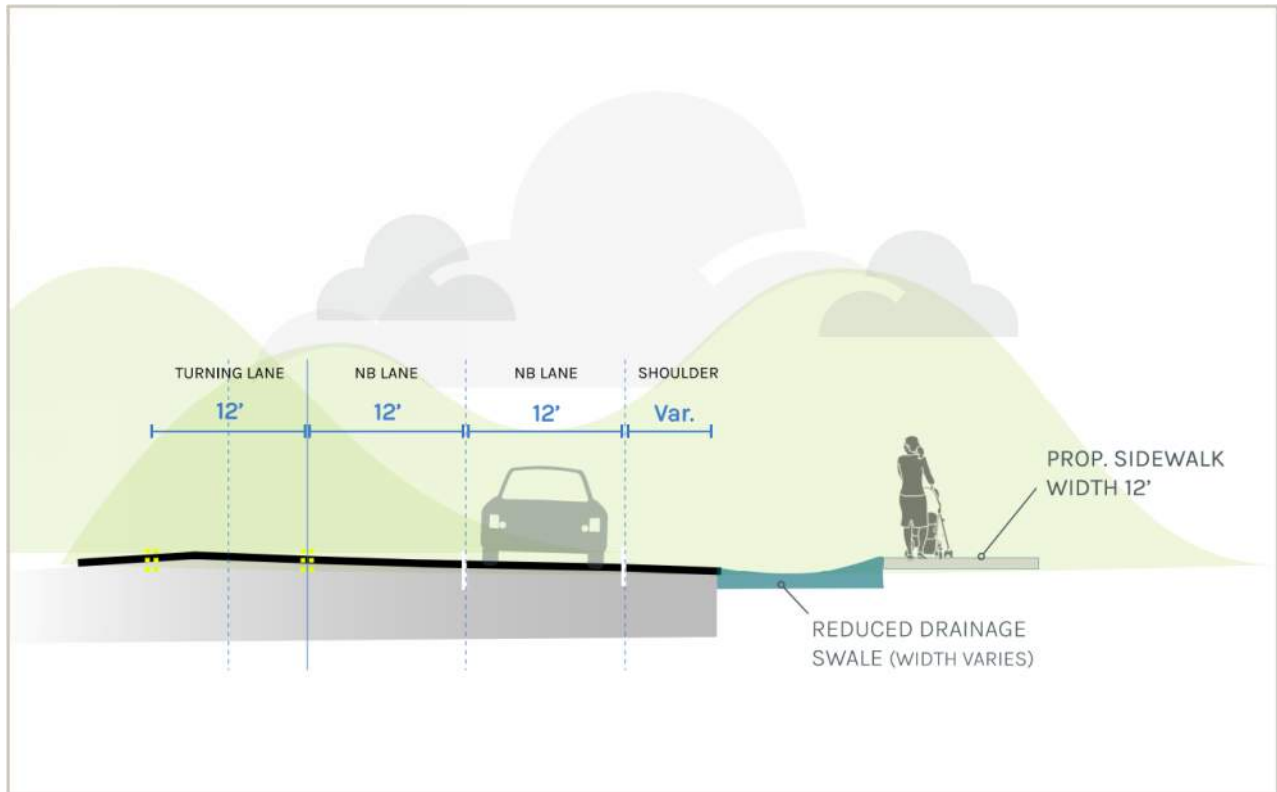
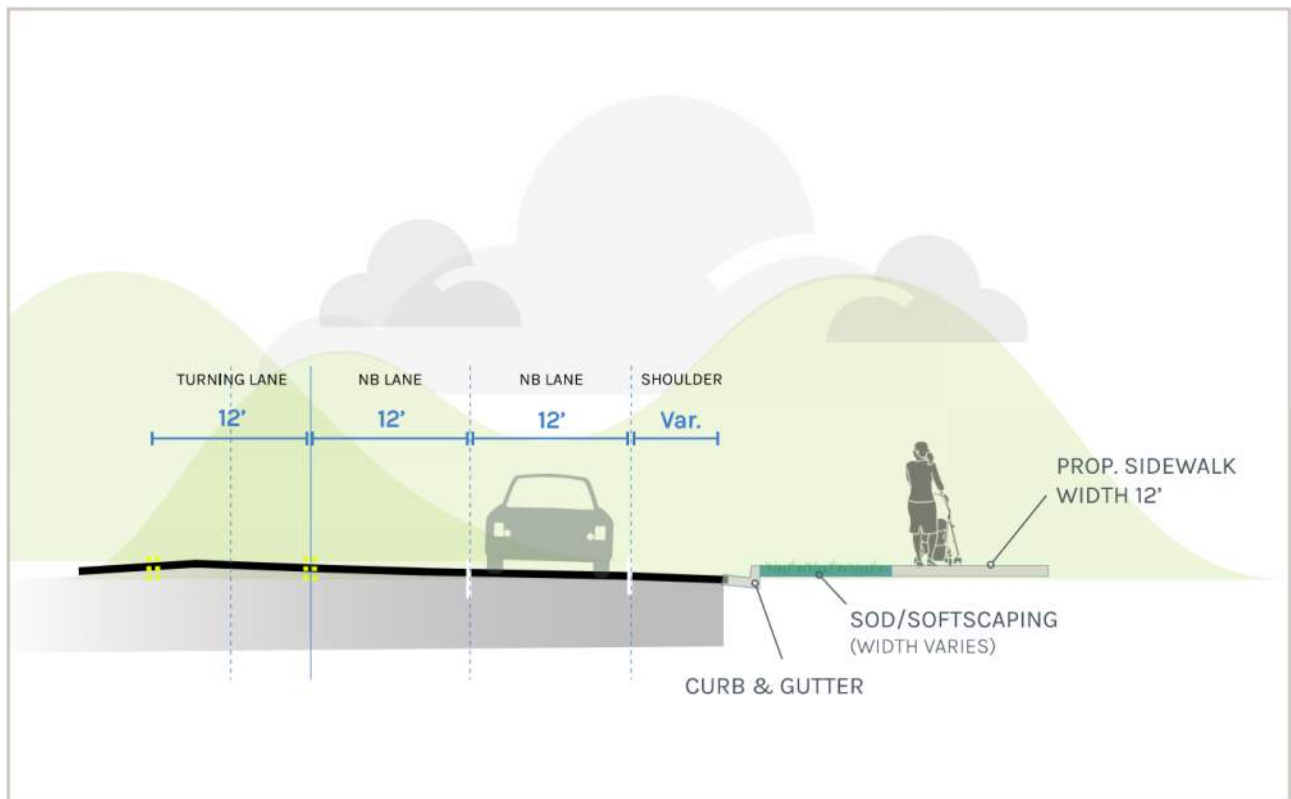


Figure 1-15 | Typical Section - Proposed Condition with Curb and Gutter



- The first alternative aims to maintain the existing back of walk alignment to minimize impacts to adjacent property owners. Where needed, the multi-use pathway width will be narrowed to not less than 8 feet to avoid relocation of large power transmission poles located in the corridor.
- The second alternative is very similar, with the exception that the 12-foot width will always be maintained, meaning that the sidewalk will extend further into adjacent properties, requiring the purchase of either an easement or property acquisition.

1.6.2 Analysis and preferred alternative selection

- Description of selection process – Initial analysis looked at creating a 12-foot pathway that would require the relocation of all utilities encountered and not impact adjacent properties. In discussions with ITD and the City of Boise, it was not clear that relocating power transmission poles would be paid for by the utility, and the project might bear some financial costs in the relocation. To avoid the cost and associated project delays, it was decided to adjust the design to avoid impacts these poles.
- Justification for preferred alternatives – The first alternative described above has been selected as the preferred alternative for the following reasons:
 - It is constructible without requiring additional easements, except at the North Slough irrigation crossing.
 - It maintains the 12-foot width and only narrows where obstacles are encountered, including the power transmission poles.

1.6.3 Description and details of preferred alternatives

- Configuration details – The preferred alternative will construct a 12-foot multi-use pathway that follows the back of existing sidewalk throughout the project area, except where the multi-use pathway will briefly narrow to avoid impact to power transmission poles.
- Safety improvements – The multi-use pathway will replace the narrow existing sidewalk and fill in the gaps where there currently is no sidewalk. The pathway will also be ADA compliant and improve pedestrian crossings at local roadway crossings by placing pavement markings at all street crossings and installing pedestrian push buttons at signalized intersections that do not currently have them. The project will also look for opportunities to improve pedestrian and vehicle sight distance.

1.7 Assess Right of Way/Easements Needed

1.7.1 Right of Way/Easements Needs Summary Table

The table below summarizes R/W that may be required for each parcel found along the project extents. The parcel number and identity of each parcel owner was obtained from the Ada County Assessor’s Map, an ArcGIS based open-use software.

As expected, Concept 1 has slightly less impact on R/W acquisition, as the multi-use pathway will be constructed such that the multi-use pathway will not widen towards adjacent properties, but will widen towards the roadway. The 12-foot width will be narrowed to as small as 8-feet where obstacles are encountered. Concept 2 has a larger footprint as it will maintain a 12-foot pathway width along the corridor and widen towards adjacent properties where an obstacle is encountered.

Table 1-1 | Right of Way and Easements Needed

Acquisition Cost (USD)				
Owner	Concept 1		Concept 2	
	Easement	Purchase	Easement	Purchase
Home Federal Bank	3,138.20	6,276.40	3,138.20	6,276.40
Brophy-Kulemin Trust One	2,880.00	5,760.00	2,880.00	5,760.00
First Church of the Nazarene	10,727.00	16,090.50	10,910.80	16,366.20
Cameron Park HOA Inc	193.20	289.80	194.00	291.00
Cameron Park HOA Inc	288.80	433.20	535.20	802.80
Biolife Plasma Services LP	5,060.80	10,121.60	5,060.00	10,120.00
Grace Bible Church of Boise Inc	232.80	465.60	232.00	464.00
Moon Properties LLC	752.60	1,505.20	937.00	1,874.00
MEC Investments LLC	1,755.40	3,510.80	1,756.00	3,512.00
Pathway Properties LLC	1,264.40	2,528.80	1,264.00	2,528.00
NPS SOLO 401k Trust	72.00	108.00	72.00	108.00
Arabian Meadows HOA	0.00	0.00	0.00	0.00
Arabian Meadows HOA	0.00	0.00	0.00	0.00
Mahogany Park Neighborhood Association	6,144.40	9,216.60	6,393.40	9,590.10
Boise McMillan's Corner LLC	242.00	484.00	242.80	485.60
Mountain Grove LLC	2,709.00	5,418.00	3,051.20	6,102.40
McMillan's Crossing LLC	3,554.00	7,108.00	3,554.00	7,108.00
ABS ID-O LLC	2,810.60	5,621.20	2,810.00	5,620.00
Joshnik LLLP	2,068.40	4,136.80	2,068.00	4,136.00
	\$43,893.60	\$79,074.50	\$45,098.60	\$81,144.50

Additional data, such as parcel numbers, property description, and area of easement/R/W needed is shown in the Appendices. Cost for easements assumed \$2 per square foot (/sq.ft.). Costs for purchasing the R/W assumed \$3/sq.ft. for residential properties and \$4/sq.ft. for commercial properties.

1.8 Environmental Scan Summary

- Historical Resources – The only potential historical resources in the corridor lie with the potential for the irrigation facilities to be listed as historical resources. These will be avoided so no impact is expected.
- Wetlands – The only potential wetlands in this corridor are along the banks, or adjacent to the open irrigation canal. These will be avoided so no impact is expected.
- Hazardous Materials – No hazardous material sites are expected in this corridor as most of the improvements will be within ITD R/W. This will be further investigated at the next phase of design to verify this conclusion.
- Noise – Construction of pedestrian facilities is not considered a noise generator; noise is not a concern.
- Air Quality – Pedestrian facilities will not contribute to air quality concerns.

- Aesthetics – Construction of the multi-use pathway with associated landscaping improvements will enhance the aesthetics of this corridor.
- Threatened and Endangered Species – There are no known threatened or endangered species identified for this corridor.
- Prime Farmland – no prime farmland is associated with this corridor.
- Stormwater Pollution Prevention – the total disturbed area will be close to one acre, which may require stormwater pollution prevention plans. Stormwater will be treated on-site and will not discharge to Waters of the US, eliminating the need to complete the permit.

ITD provided the most recent environmental document for this corridor. A review of this document found no environmental resources present of concern. The environmental document is found in the appendices.

1.9 Project Stakeholders

Project stakeholders include:

- ITD
- City of Boise
- COMPASS
- ACHD
- Property Owners adjacent to the proposed pathway (these are listed in **Section 1.7** above)
- SH-55 Travelling Public
- Valley Regional Transit (future use)
- Nearby businesses and neighborhoods not immediately adjacent to the proposed pathway

1.10 Summary of Public Involvement Plan for Next Design Phase

Standard public involvement practices will be utilized to engage the public, both to inform and to gain feedback during the design process. Activities such as Open Houses, Public Meetings, and mailers will be utilized throughout the design process.

1.11 Project Schedule and Milestones, including Future Phases

Future phases for this project should include the following:

- Approval of Concept Report
- Pursue and Obtain Funding for Design and Construction
- Design Phase
 - Topographic and Boundary Survey
 - Environmental Clearance & Permitting
 - Public Outreach
 - Design and Plan Development
- Right-of-Way/Easement Purchase

➤ Construction

1.12 Summary Cost Estimates in Federal Dollars

Construction quantities were developed from the concept designs described earlier in the report. Unit costs for these construction items were taken from recent bids as found on ITD's website. The detailed construction quantities and cost estimate are found in the appendices. A summary of costs is shown below, which includes costs to purchase easements versus costs to purchase R/W to help guide requests for funding. Also shown is anticipated design costs and construction engineering and inspection costs, based on a percentage of the construction costs.

Construction Total	\$1,151,684.00
15 percent Contingency	\$172,753.00
Construction Total with Contingency	\$1,324,437.00
Design Costs (15 percent)	\$198,700
Construction Engineering & Inspection	\$331,000
Easements for Concept 1	\$43,894.00
Full Purchase for Concept 1	\$79,075.00
Easements for Concept 2	\$45,099.00
Full Purchase for Concept 2	\$81,145.00

Total Recommended Cost = Construction + R/W + Design + Construction Engineering and Inspection

Total Recommended Cost = \$1,935,282.00 then rounded up to **\$2,000,000.00**

1.13 Potential Funding Sources

Potential funding sources for design, easement/right of way acquisition, and construction of the proposed multi-use pathway include:

➤ **IIJA/Federal Opportunities**

- **Safe Streets for All Program** - Funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Zero Death Initiative."
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** - Surface transportation infrastructure projects that will have a significant local or regional impact.
- **Active Transportation Infrastructure Investment Program (ATIIP)** - Program will establish competitive grants that invest in projects that connect active transportation networks and spines, accelerating local and regional plans to create safe and convenient walking and biking routes to everyday destinations and to fill gaps in trails between communities.

➤ **State Funding**

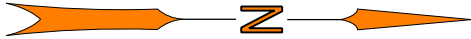
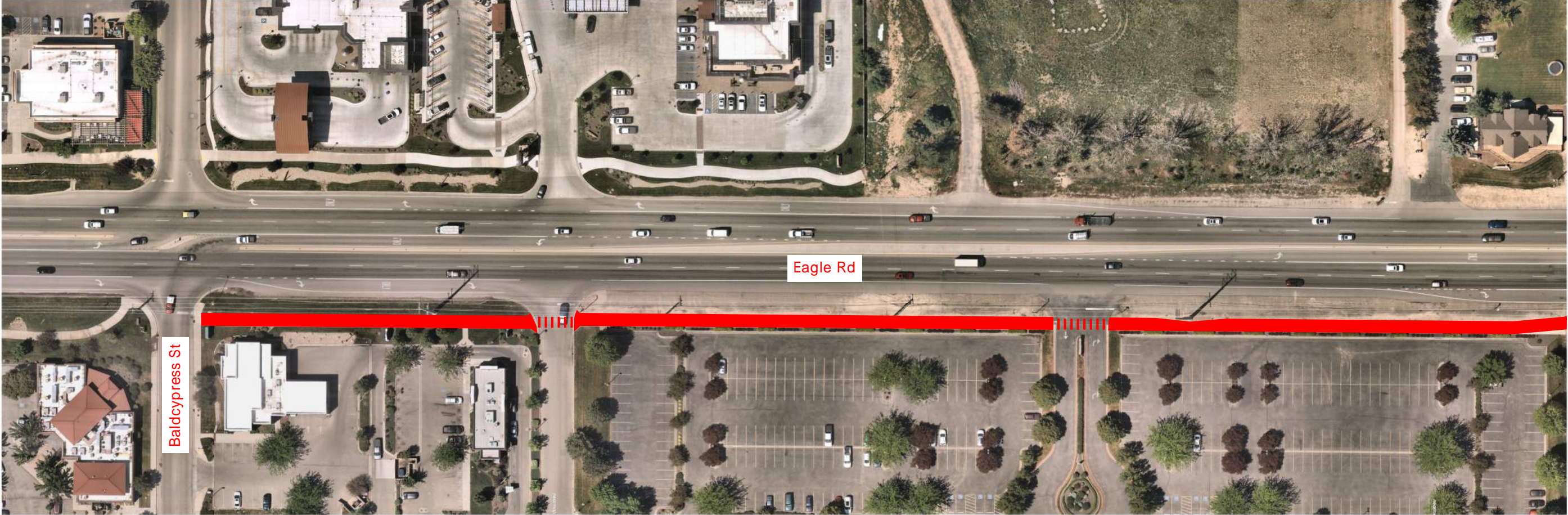
- **Idaho Department of Commerce (IDC) Community Development Block Grant (CDBG)** - Assists Idaho cities and counties with the development of needed public infrastructure.
- **Recreational Trails Program (RTP) - Transportation Alternatives Set-Aside** - Provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

- **Transportation Alternative Program (TAP) Administered Through Local Highway Technical Assistance Council (LHTAC)** - LHTAC and ITD administer this program which is meant to provide for a variety of ITD's strategic goals of Mobility, Safety and Economic Opportunity.

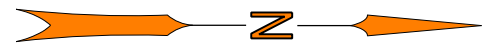
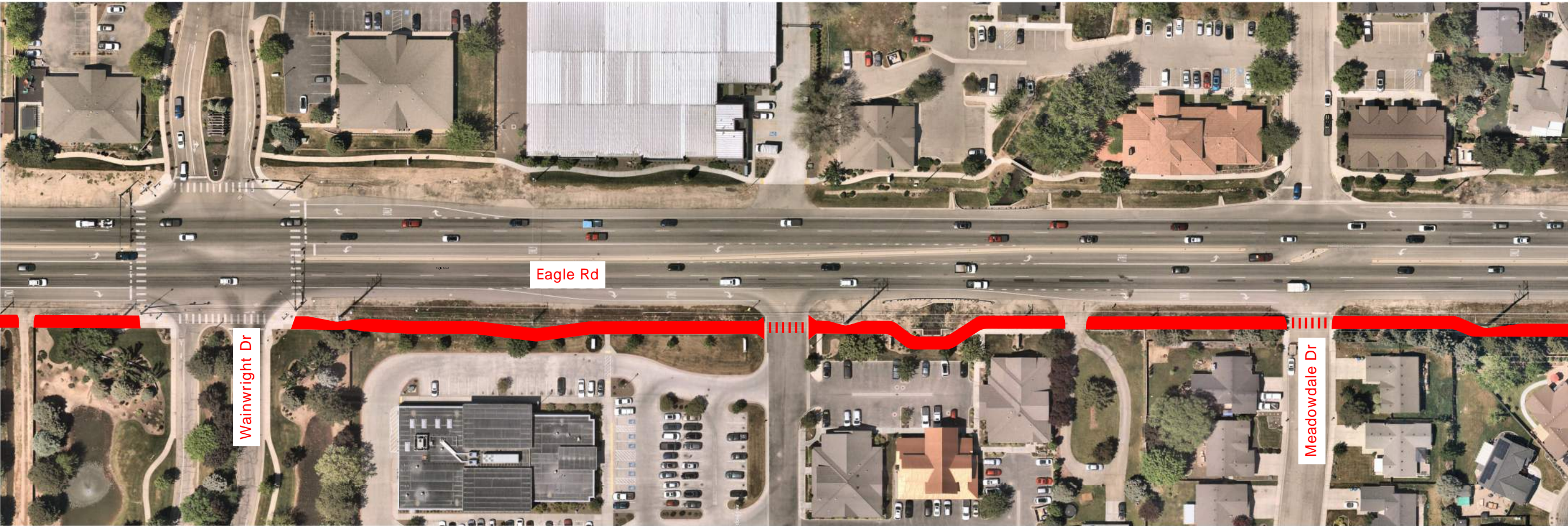
➤ **Other Potential Funding Sources**

- **People For Bikes** - Funds for bike paths, lanes, trails, and bridges.
- **Rails to trails Conservancy** - Strategic investments that support significant regional and community trail development goals.
- **Bloomberg Philanthropies** - Releases specialized grant opportunities related to transportation, safety, and public health.

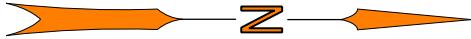
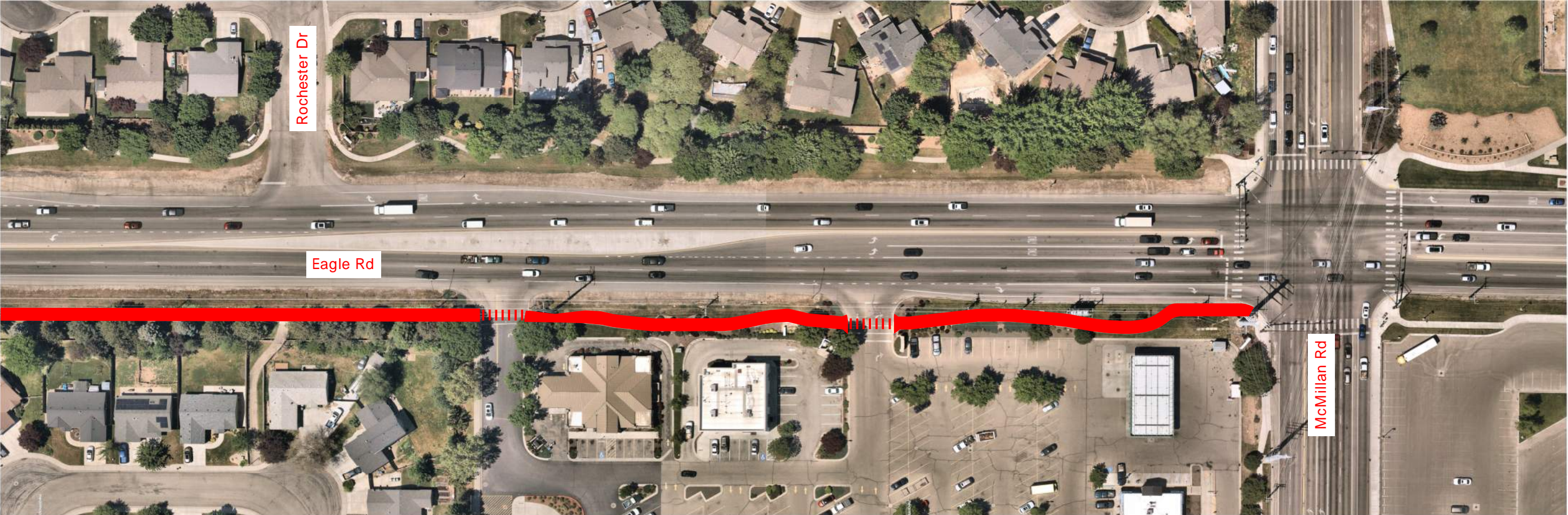
Eagle Road Pathway - Concept 1



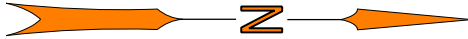
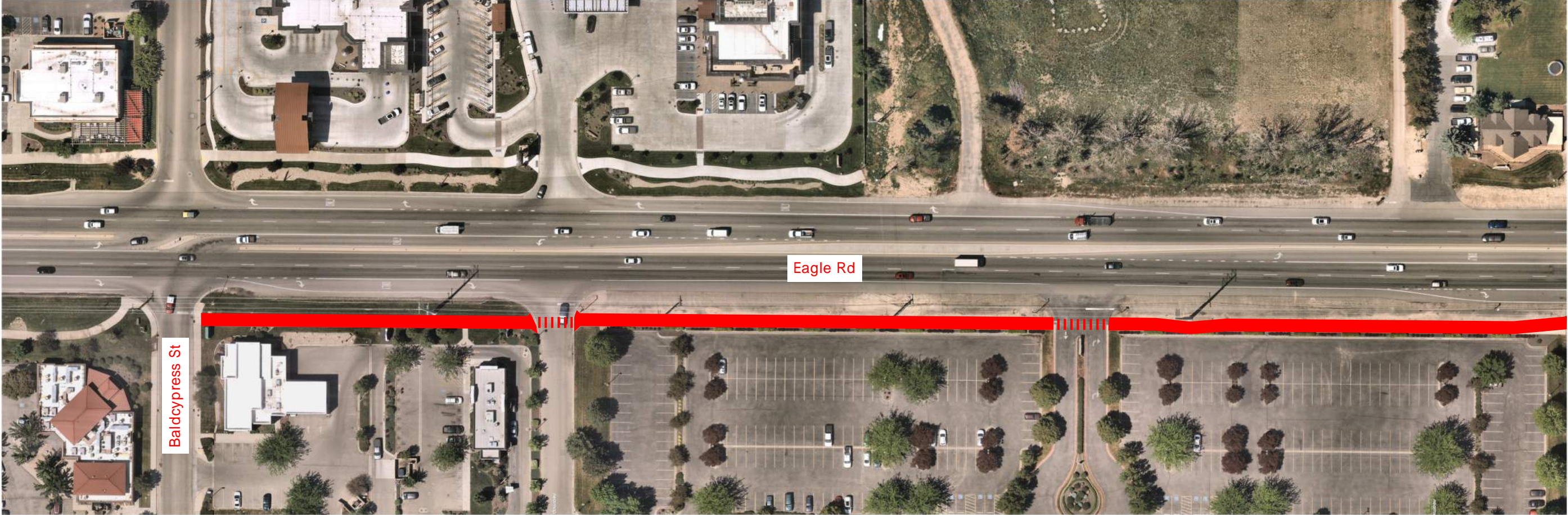
Eagle Road Pathway - Concept 1



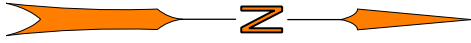
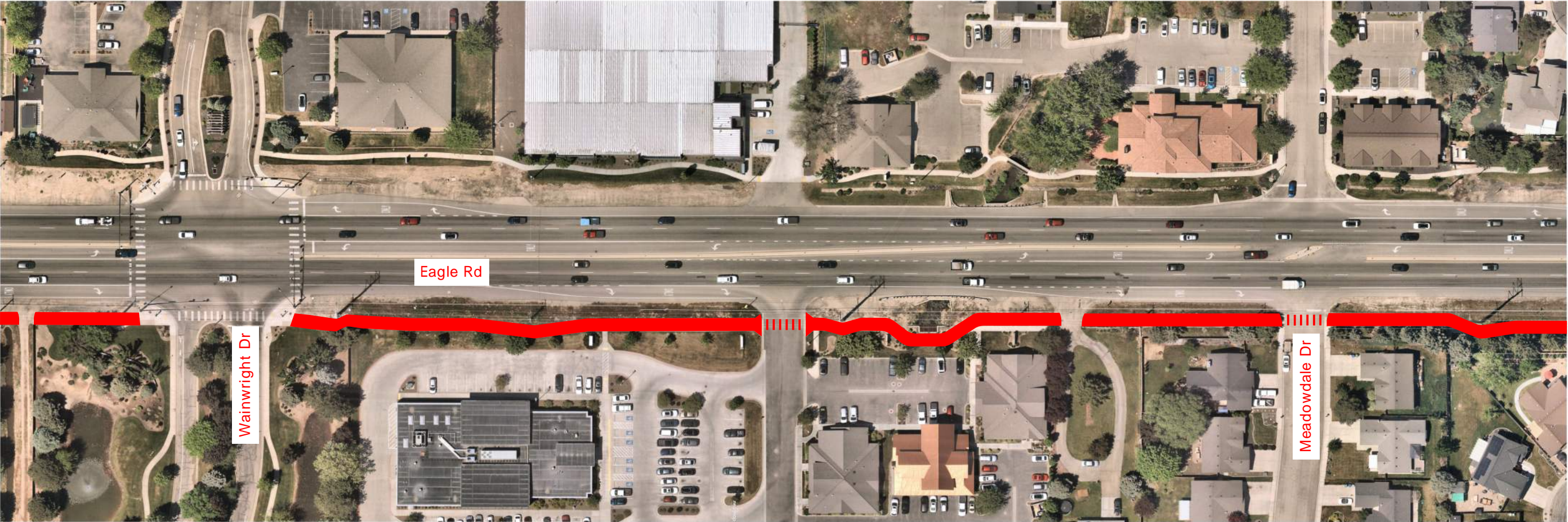
Eagle Road Pathway - Concept 1



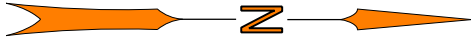
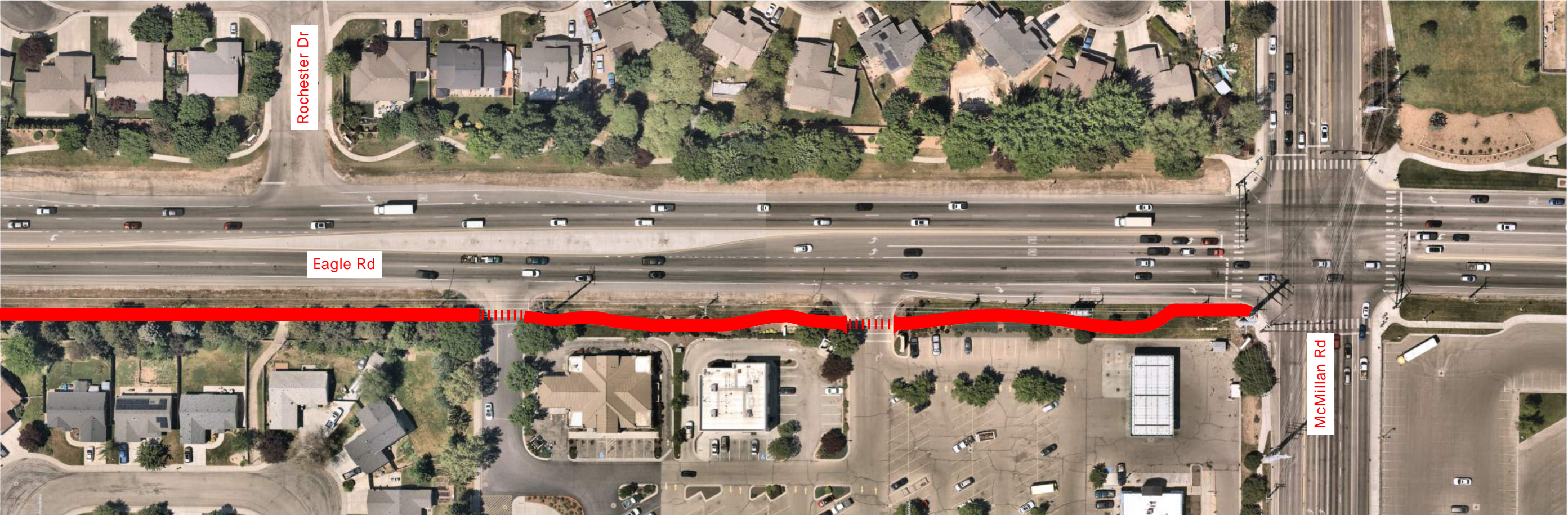
Eagle Road Pathway - Concept 2



Eagle Road Pathway - Concept 2



Eagle Road Pathway - Concept 2



APPENDIX B
COST ESTIMATE

SH 55 Pathway Connection – Baldcypress to McMillan
Cost Estimate - Concepts 1 & 2

Item Code	Description	Unit	Qty	Unit \$	Cost
203-005A	REMOVAL OF OBSTRUCTIONS	LS	1	\$ 15,000.00	\$ 15,000.00
203-006C	REMOVAL OF SIGN (REINSTALL)	EACH	4	\$ 200.00	\$ 800.00
203-060A	REMOVAL OF CONCRETE SIDEWALK	SY	2040.0	\$ 30.00	\$ 61,200.00
205-005A	EXCAVATION	CY	310.0	\$ 70.00	\$ 21,700.00
212-011A	FIBER WATTLE	FT	2063.0	\$ 3.00	\$ 6,189.00
212-095A	INLET PROTECTION	EACH	6	\$ 100.00	\$ 600.00
213-005A	TOPSOIL	CY	776.0	\$ 50.00	\$ 38,800.00
303-021A	3/4" AGGREGATE TYPE A FOR BASE	TON	510.0	\$ 70.00	\$ 35,700.00
605-025A	12" STORM SEWER PIPE	FT	300.0	\$ 150.00	\$ 45,000.00
605-525A	CATCH BASIN TYPE 3A	EACH	6	\$ 5,000.00	\$ 30,000.00
605-470A	SEDIMENT & OIL TRAP MANHOLE	EACH	6	\$ 10,000.00	\$ 60,000.00
614-015A	SIDEWALK	SY	4375.0	\$ 100.00	\$ 437,500.00
614-020A	DRIVEWAY	SY	74.0	\$ 105.00	\$ 7,770.00
614-025A	CURB RAMP	SY	247.0	\$ 110.00	\$ 27,170.00
615-492A	CURB & GUTTER TYPE 2	FT	1450.0	\$ 55.00	\$ 79,750.00
616-080A	REINSTALL SIGNS	EACH	4	\$ 300.00	\$ 1,200.00
621-005A	SEEDBED PREPARATION	ACRE	0.96	\$ 5,000.00	\$ 4,807.00
621-010A	SEEDING	ACRE	0.96	\$ 1,000.00	\$ 961.00
621-035A	FERTILIZING	ACRE	0.96	\$ 1,000.00	\$ 961.00
621-060A	MULCH PLUS TACKIFIER	ACRE	0.96	\$ 3,000.00	\$ 2,884.00
621-065A	HYDRAULICALLY APPLIED EROSION CONTROL PRODUCTS	ACRE	0.96	\$ 2,000.00	\$ 1,923.00
626-010A	TEMPORARY TRAFFIC CONTROL SIGNS	SF	120.0	\$ 12.00	\$ 1,440.00
626-035A	BARRICADE TYPE 2	EACH	1	\$ 100.00	\$ 100.00
626-040A	BARRICADE TYPE 3	EACH	1	\$ 100.00	\$ 100.00
626-050A	DRUMS	EACH	20	\$ 25.00	\$ 500.00
626-076A	ARROW BOARD TYPE C	HR	40	\$ 75.00	\$ 3,000.00
626-100A	MISCELLANEOUS TEMPORARY TRAFFIC CONTROL ITEMS	CA	5000	\$ 1.00	\$ 5,000.00
626-105A	TEMPORARY TRAFFIC CONTROL MAINTENANCE	HR	40.0	\$ 75.00	\$ 3,000.00
626-115B	PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)	DAY	40.0	\$ 100.00	\$ 4,000.00
626-120A	FLAGGER CONTROL	HR	20.0	\$ 65.00	\$ 1,300.00
630-005A	TRANSVERSE, WORD, SYMBOL, AND ARROW PAVEMENT MARKINGS - WATERBORNE	SF	800.0	\$ 4.00	\$ 3,200.00
651-010A	LAWN CONSTRUCTION - SODDED	SF	13620.0	\$ 1.50	\$ 20,430.00
675-005A	SURVEY	LS	1	\$ 15,000.00	\$ 15,000.00
675-010A	DIRECTED SURVEYING	CA	20000.00	\$ 1	\$ 20,000.00
S901-05A	SP-REMOVE & RESET PUSH BUTTON	EACH	3	\$ 10,000	\$ 30,000.00
S901-05B	SP-SEEPAGE BED	EACH	6.00	\$ 10,000	\$ 60,000.00
Z629-05A	MOBILIZATION	LS	1	\$104,699.00	\$ 104,699.00
Construction Total					\$ 1,151,684.00
15% Contingency					\$ 172,753.00
Const Total w/Contingency					\$ 1,324,437.00
Concept 1 w/Easements					\$43,894.00
Concept 1 w/ROW Purchase					\$79,075.00
Concept 2 w/Easements					\$45,099.00
Concept 2 w/ROW Purchase					\$81,145.00
Design (15%)					\$ 198,700.00
CE&I (25%)					\$ 331,000.00
Total Recommended					\$ 1,935,282.00
Total (Rounded)					\$ 2,000,000.00



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number	Project Number			Date
				9/21/2023
Location				District
SH-55, Baldcypress Way to McMillan Rd				3
Segment Code	Begin Mile Post	End Mile Post	Length in Miles	
2812	39.192	39.942	0.75	

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)	\$197,200	
2. Right-of-Way: Number of Parcels 19 Number of Relocations	\$82,000	
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork	\$99,000	
5. Drainage and Minor Structures	\$195,000	
6. Pavement and Base	\$36,000	
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)	\$34,000	
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	\$18,000	
11. Detours		
12. Landscaping	\$72,000	
13. Mitigation Measures	\$7,000	
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	\$587,000	
15. Cost of Constructions (Items 3 through 14)	\$1,048,000	
16. Mobilization 10 % of Item 15	\$105,000	
17. Construction Engineer and Contingencies 44 % of Items 15 and 16	\$507,000	
18. Total Construction Cost (15 + 16 + 17)	\$1,660,000	
19. Total Project Cost (1 + 2 + 18)	\$1,939,000	
20. Project Cost Per Mile	\$2,585,000	\$1,000
Prepared By:		

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) City of Boise			Date 9-21-23		
Project Title (Name of Street or Road) SH 55 Pathway Connection – Baldcypress to McMillan		F.A. Route Number 002812	Project Length 0.75 miles		Bridge Length
Project Limits (Local Landmarks at Each End of the Project) W Baldcypress St to McMillan Rd					
Character of Proposed Work (Mark Appropriate Items)					
<input checked="" type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Bicycle Facilities	<input checked="" type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Sidewalk		
<input checked="" type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Traffic Control	<input checked="" type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat		
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/> _____		
<input type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 198,700			
Right-of-Way (ITD 1150, Line 2)		\$ 82,000			
Construction (ITD 1150, Line 18)		\$ 1,660,000			
Preliminary Engineering By: <input type="checkbox"/> Sponsor Forces <input checked="" type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing		NA			
Within 2 miles of an Airport		NA			
Parks (City, County, State or Federal)		NA			
Environmentally Sensitive Areas		NA			
Federal Lands (Indian, BLM, etc.)		NA			
Historical Sites		NA			
Schools		NA			
Other					
Additional Right-of-Way Required: <input type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input checked="" 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			Roadway Width (Shoulder to Shoulder)	ft	ft
Pavement Type			Right-of-Way Width	ft	ft

Sponsor's Signature	Title
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Additional Information to be Furnished by the District

Functional Classification	Terrain Type	Flat	20	ADT/DHV
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SH 55 Pathway Connection – Baldcypress to McMillan
Right of Way Costs

Owner	Acquisition Cost (USD)			
	Concept 1		Concept 2	
	Easement	Purchase	Easement	Purchase
Home Federal Bank	3,138.20	6,276.40	3,138.20	6,276.40
Brophy-Kulemin Trust One	2,880.00	5,760.00	2,880.00	5,760.00
First Church of the Nazarene	10,727.00	16,090.50	10,910.80	16,366.20
Cameron Park HOA Inc	193.20	289.80	194.00	291.00
Cameron Park HOA Inc	288.80	433.20	535.20	802.80
Biolife Plasma Services LP	5,060.80	10,121.60	5,060.00	10,120.00
Grace Bible Church of Boise Inc	232.80	465.60	232.00	464.00
Moon Properties LLC	752.60	1,505.20	937.00	1,874.00
MEC Investments LLC	1,755.40	3,510.80	1,756.00	3,512.00
Pathway Properties LLC	1,264.40	2,528.80	1,264.00	2,528.00
NPS SOLO 401k Trust	72.00	108.00	72.00	108.00
Arabian Meadows HOA	0.00	0.00	0.00	0.00
Arabian Meadows HOA	0.00	0.00	0.00	0.00
Mahogany Park Neighborhood Association	6,144.40	9,216.60	6,393.40	9,590.10
Boise McMillan's Corner LLC	242.00	484.00	242.80	485.60
Mountain Grove LLC	2,709.00	5,418.00	3,051.20	6,102.40
McMillan's Crossing LLC	3,554.00	7,108.00	3,554.00	7,108.00
ABS ID-O LLC	2,810.60	5,621.20	2,810.00	5,620.00
Joshnik LLLP	2,068.40	4,136.80	2,068.00	4,136.00
	\$43,893.60	\$79,074.50	\$45,098.60	\$81,144.50

BIKE/PED CRASHES:

Crash 1: Crash Locations: Ada – See Report at the end of this section for greater detail on this accident

Street1	Eagle Rd
Street2	Meadowdale Dr
Date/Time	2021-01-18 17:45:00
Units	Clear
Fatalities	Dry
numberofinjuries	6
workzonerelated	Yes
UnitType	A Injury Accident (Incapacitating Injury A Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Often defined as “needing help from the scene.”
Injury	Pedalcycle
Ejection	Suspected Serious Injury
Year	No Helmet
CountyName	Thrown From Cycle/Animal
Intersection?	In Intersection

Crash 2: Crash Locations: Ada

Street1	Eagle Rd
Street2	Wainwright Dr
Light	Dark, Street Lights On
Weather	Rain
RoadSurfaceConditions	Wet
Severity	B Injury Accident (Visible Injury (B)) - Any minor injury that is evident to someone besides the injured person at the scene of the accident. Signs may include a lump on the head, abrasions, severe disorientation, shallow cuts, and bruising.)
Person	3
IntersectionRelated	Yes
Milepost	39.47
numberofinjuries	1
workzonerelated	No
Latitude	43.64
Longitude	-116.35
Accident_Date/Time	1/22/2016 5:00 PM
Street1	Eagle Rd
Direction	West
UnitType	Pedalcycle
Action	Crossing at Intersection, Crosswalk
Age	39
Injury	Suspected Minor Injury
ProtectionDevice	No Helmet
Ejection	Thrown From Cycle/Animal
IntersectionRelated	Yes
ContributingFactors	Failed to Obey Signal
Sex	Female

Crash 3: Crash Locations: Ada

Street1	Eagle Rd
IntersectionDistance	50 Feet
DirectionFromIntersection	S
ReferenceStreet	Bald Cypress St
Light	Dark, Street Lights On
Weather	Cloudy
Road Surface Conditions	Dry
Injuries	1
Agency	Meridian Police Dept
Severity	B Injury Accident (Visible Injury (B) - Any minor injury that is evident to someone besides the injured person at the scene of the accident. Signs may include a lump on the head, abrasions, severe disorientation, shallow cuts, and bruising.)
City name	Meridian
Person	4
Intersection Related	No
Number of injuries	1
Workzone related	No
Latitude	43.64
Longitude	-116.35
Accident_Date	5/17/2019 6:00 PM
Street1	Eagle Rd
IntersectionDistance	50 Feet
DirectionFromIntersection	South
Direction	W
UnitType	Pedalcycle
Action	Crossing at Mid-block, NO Crosswalk
Age	16
Injury	Suspected Minor Injury
ProtectionDevice	No Helmet
Ejection	Thrown From Cycle/Animal
Citation	YIELD From alley, driveway, other
ContributingFactors	Failed to Yield
Sex	Male
Numberofinjuries	1

Idaho Vehicle Collision Report

ITD 0090 (Rev. 06-11) Idaho Transportation Department

Agency Code 0101				Officer No. 915		Report District 175		Case No. 21-101009		
Date of Collision 1/18/2021		Day of Collision Monday		Time 17:45		Police Dispatched 17:46		Police Arrived 17:56		
EMS Dispatched 17:46		EMS Arrived 17:58		Lanes Blocked <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Date Cleared 1/18/2021		Time Cleared 19:10		
<input checked="" type="checkbox"/> Within City/Town or _____ Miles <input type="checkbox"/> N <input type="checkbox"/> E <input type="checkbox"/> S <input type="checkbox"/> W of City or Town Boise				County Ada						
Interchange No.		R. R. Crossing No.		On Private Property <input type="checkbox"/>		EMS Provider (first one to arrive) Ada County Paramedics - Boise				
Name of Primary Road / Parking Lot / Driveway / Alley N Eagle Rd							No. of Lanes 4		Posted Speed 50	
In Intersection With: Secondary Road / Parking Lot / Driveway / Alley W Meadowdale Dr								Posted Speed		
Intersection Type 02		<input type="checkbox"/> 1 Not at intersection <input type="checkbox"/> 2 Four-way Intersection <input type="checkbox"/> 3 Five-point or more <input type="checkbox"/> 4 Roundabout <input type="checkbox"/> 5 Traffic Circle <input checked="" type="checkbox"/> 6 T-Intersection <input checked="" type="checkbox"/> 7 Y-Intersection								
Outside an Intersection		<input type="checkbox"/> Miles <input type="checkbox"/> N <input type="checkbox"/> E of Name of First Reference Point (Cross Street / Mile Post Marker) <input type="checkbox"/> Feet <input type="checkbox"/> S <input type="checkbox"/> W								
		<input type="checkbox"/> Miles <input type="checkbox"/> N <input type="checkbox"/> E of Name of Second Reference Point (Cross Street / Mile Post Marker) <input type="checkbox"/> Feet <input type="checkbox"/> S <input type="checkbox"/> W								
Photos <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Local Agency Use 1			Local Agency Use 2			Latitude (GPS)		Longitude (GPS)
Light Conditions 02		<input type="checkbox"/> 1 Day <input type="checkbox"/> 2 Dawn/Dusk <input type="checkbox"/> 3 Dark - Street Lights On <input type="checkbox"/> 4 Dark - Street Lights Off <input type="checkbox"/> 5 Dark - No Street Lights								
Weather Conditions (2 selections possible)		<input type="checkbox"/> 1 Clear <input type="checkbox"/> 2 Cloudy <input type="checkbox"/> 3 Rain <input type="checkbox"/> 4 Snow <input type="checkbox"/> 5 Sleet/Hail <input type="checkbox"/> 6 Fog <input type="checkbox"/> 7 Blowing Dust/Sand <input type="checkbox"/> 8 Severe Cross Winds <input type="checkbox"/> A Smoke/Smog <input type="checkbox"/> B Blowing Snow								
Road Surface Conditions 01		<input type="checkbox"/> 1 Dry <input type="checkbox"/> 2 Wet <input type="checkbox"/> 3 Slush <input type="checkbox"/> 4 Ice <input type="checkbox"/> 5 Snow <input type="checkbox"/> 6 Mud/dirt/gravel <input type="checkbox"/> 7 Water - standing/moving <input type="checkbox"/> 11 Oil <input type="checkbox"/> 12 Sand <input type="checkbox"/> 9 Other								
Other Road Conditions 00		<input type="checkbox"/> 0 None <input type="checkbox"/> 1 Ruts/Bumps/Holes <input type="checkbox"/> 2 Slick Asphalt (Bleeding) <input type="checkbox"/> 3 Washboard <input type="checkbox"/> 4 High/Low Shoulder <input type="checkbox"/> 5 Loose Gravel/Seal Coat <input type="checkbox"/> 7 Lane Closed <input type="checkbox"/> A Poor Pavement Markings <input type="checkbox"/> 9 Other								
Road Type 02		<input type="checkbox"/> 1 2-Way & Raised/Depressed Divider <input type="checkbox"/> 2 2-Way & 2-Way Left-Turn Lane/Divider <input type="checkbox"/> 3 1-Way <input type="checkbox"/> 4 2-Way & No Divider <input type="checkbox"/> 5 Ramp <input type="checkbox"/> 6 Alley <input type="checkbox"/> 7 Rest Area <input type="checkbox"/> 8 Port Of Entry <input type="checkbox"/> A 2-Way & 2 Double Yellow Painted Divider <input type="checkbox"/> 9 Other								
Road Surface Type 02		<input type="checkbox"/> 1 Concrete <input type="checkbox"/> 2 Paved (Asphalt/Brick) <input type="checkbox"/> 3 Gravel/Stone <input type="checkbox"/> 4 Dirt <input type="checkbox"/> 9 Other								
Vertical Roadway Geometrics 05		<input type="checkbox"/> 1 Upgrade/Downgrade <input type="checkbox"/> 3 Hillcrest <input type="checkbox"/> 5 Level								
Horizontal Roadway Geometrics 01		<input type="checkbox"/> 1 Straight <input type="checkbox"/> 2 Curve								
Traffic Control 00		<input type="checkbox"/> 0 None <input type="checkbox"/> 2 Yield <input type="checkbox"/> 3 Traffic Signal <input type="checkbox"/> 4 Flashing Beacon <input type="checkbox"/> 5 Traffic Signal - Pedestrian only <input type="checkbox"/> 6 RRX - Gates/Signal <input type="checkbox"/> 7 RRX - Flashing Beacon <input type="checkbox"/> 8 Officer/Flagger <input type="checkbox"/> 10 Stop Sign on Cross Street Only <input type="checkbox"/> 12 Stop Signs all Directions <input type="checkbox"/> 13 RRX - Stop Sign <input type="checkbox"/> 14 School Zone <input type="checkbox"/> A School Bus Signal <input type="checkbox"/> B No Passing Barrier Line <input type="checkbox"/> 9 Other								
Traffic Control Status		<input type="checkbox"/> 1 Functioning <input type="checkbox"/> 2 Not Functioning <input type="checkbox"/> 3 Removed								
Work Zone Crash Location		<input type="checkbox"/> 1 Before the First Work Zone Warning Sign <input type="checkbox"/> 2 Advance Warning Area <input type="checkbox"/> 3 Transition Area <input type="checkbox"/> 4 Activity Area (Work incident area) <input type="checkbox"/> 5 Termination Area								
Work Zone Type		<input type="checkbox"/> 1 Lane Closure <input type="checkbox"/> 2 Lane Shift / Crossover <input type="checkbox"/> 3 Intermittent or Moving Work <input type="checkbox"/> 4 Work on Shoulder or Median <input type="checkbox"/> 9 Other								
Work Zone Workers Present		<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown								
Work Zone Law Enforcement Present		<input type="checkbox"/> 1 No <input type="checkbox"/> 2 Officer Present <input type="checkbox"/> 3 Law Enforcement Vehicle only								

Property Damage (additional property damage may be added in the Narrative)

Item Damaged Street Light/Utility Pole		Estimated Damage \$	
Owner's Name ACHD		Owner Address -U	
Item Damaged		Estimated Damage \$	
Owner's Name		Owner Address	

Witnesses (additional witnesses may be added in the narrative)

Witness Name Payne, Matthew		Home Phone		Work Phone	
Witness Address					
Witness Name		Home Phone		Work Phone	
Witness Address					

Unit Information

Case No.: **21-101009**

Unit No.: **1**

* If turning, select direction before turning

See Events page for a list of event codes →	First Harmful Event 54	Most Harmful Event 54	General Direction of Travel	Street <input checked="" type="checkbox"/> North/South <input type="checkbox"/> East/West	Unit * <input type="checkbox"/> N <input type="checkbox"/> E <input checked="" type="checkbox"/> S <input type="checkbox"/> W	On (Street Name) N Eagle Rd
First Event Relationship to Junction	01	0 Nonjunction 1 In Intersection 2 Intersection Related 3 At Driveway/Alley/Parking Lot 4 Driveway/Alley/Parking Lot Related 5 On Ramp 6 Ramp Related 7 At Railroad Crossing 8 Railroad Crossing Related 9 Other				



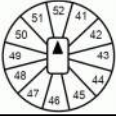
Unit Type			Unit Use		
1 Pedestrian	21 Truck - 2 Axle/6 Tires	32 Pickup	0 No Specialized Use	10 Bus - Intercity (e.g. Greyhound)	
2 Pedalcycle	22 Truck - 3+ Axle	33 SUV/Crossover	1 Police	11 Bus - Public Transit, Commuter	
3 Motorcycle	23 Truck With Trailer	34 Cargo Van	2 Ambulance	13 Bus - Tour / Charter	
4 Moped	24 Bobtail/Tractor - No Trailer	40 Construction Equipment	3 Driver Training	14 Limousine	
5 ATV	25 Tractor - 1 Trailer	41 Van - 1 to 8 seats	4 Government	15 Military	
6 Car	26 Tractor - 2 Trailers	42 Van/Bus - 9 to 15 seats	5 Taxi	16 Shuttle	
10 Motor Home	27 Tractor - 3 Trailers	99 Other	6 Fire	17 Snow Plow	
11 Snowmobile	28 Train	-U Hit & Run	7 Wrecker	9 Other	
12 Equestrian	30 Farm Equipment		8 Bus - School	NA Non-Vehicle	
15 Bus - 16 or more seats	31 Scooter				

Emergency Use			Attachment		
1 YES: In transit, Emergency Lights Activated	3 YES: STANDING or PARKED, Emergency Lights Activated	0 None	3 Travel Trailer	9 other	
2 YES: In transit, Emergency Lights NOT active	4 YES: STANDING or PARKED, Emergency Lights NOT active	1 Boat Trailer	4 Towed Vehicle		
	5 NO: NOT on an Emergency Response	2 Utility Trailer	5 Mobile Home		

Unit / Vehicle / Owner

Unit Type 06	Unit Use 00	Non-Contact Unit <input type="checkbox"/>	Emergency Use NA	License Plate No. 1A117KD	State ID	VIN (Vehicle Identification No.) 3N1CE2CP7FL391990
Year 2015	Make Nissan	Model Vrs		Color Blu	Attachment 1 00	Attachment 2 00
Owner Last Name Goetter		Owner First Name Paul	M.I. A	Insured? Yes	Insurance Company Name Encompass	Policy No. 282644029
Owner Address				City	State ID	Zip 83713

Damage

Initial Point of Impact 02	Auto / Motorcycle / Tractor with Semi Trailer		Trailing Unit #1		Trailing Unit #2	
Principal Point of Impact 02	13 Top and Windows 14 Undercarriage		33 Top 34 Undercarriage		53 Top 54 Undercarriage	
Extent of Deformity 04	0 No Damage 1 Very Minor 2 Minor 3 Minor-Moderate 4 Moderate 5 Moderate-Severe 6 Severe 7 Very Severe NA Non-Vehicle					
Towed Due to Damage <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If Yes, Towed By Torch					

Contributing Circumstances (3 possible)

13	0 None	8 Overcorrected	17 Wheel Defect	27 Physical Impairment	38 Failed to Maintain Lane
00	1 Exceeded Posted Speed	10 Improper Backing	18 Light Defect	28 Improperly Parked	39 Foot Slipped Off or Caught On Pedal
00	2 Speed Too Fast For Conditions	11 Improper Turn	19 Other Vehicle Defect	31 Previous Accident	40 Wrong Side or Wrong Way
00	3 Too Slow for Traffic	12 Failed to Signal	21 Alcohol Impaired	32 Distracted IN or ON Vehicle	41 Brakes
	4 Improper Overtaking	13 Failed to Yield	22 Inattention	34 Drug Impaired	42 Steering
	5 Improper Lane Change	14 Failed to Obey Stop Sign	23 Vision Obstruction	35 Improper Use of Turn Lane	43 Truck Coupling, Trailer Hitch, Safety Chains
	6 Following Too Close	15 Failed to Obey Signal	24 Asleep, Drowsy, Fatigued	36 Animal(s) in Roadway	44 Wipers
	7 Drove Left of Center	16 Tire Defect	25 Sick	37 Emotional - Depressed, Angry, Disturbed	99 Other
Distracted By (if # 32 selected)	NA	1 Electronic Communication Device (Cell, CB Radio, Etc.) 2 Other Electronic Device (Navigation device, DVD player, IPODS) 3 Passenger 4 Other Inside the Vehicle 5 Previous vehicle Crash/Ticketing Incident/Abandoned Vehicle 6 Other External Distraction Outside Vehicle NA Not Distracted			
Vision Obstructed By (if # 23 selected)	00	0 None 1 Curve In Road 2 Hill Crest 3 Roadway Slope/Snowbank 4 Tree/Crop/Bush 5 Reflection From Surface 6 Bright Sunlight 7 Bright Headlights 10 Rain/Snow/Ice ON windows 11 Cracked/Dirty Windows 12 Splash/Spray From Other Vehicle 13 Moving Vehicle 14 Parked Vehicle 15 Traffic Sign 16 Billboard/Fence 17 Building 18 Vehicle Stopped on Roadway 19 Contents in Vehicle Interior 20 Signs/Stickers/Decals on Windows 99 Other			

Commercial Vehicle

Cargo Body	0 None 1 Bus 2 Van/Enclosed Box 3 Cargo Tank 4 Flatbed 5 Dump 6 Concrete Mixer 7 Auto Transporter 8 Garbage/Refuse 10 Pickup Bed 11 Belly Dump/Hopper 12 Intermodal Container Chassis 13 Log 14 Pole Trailer 15 Vehicle Towing another Vehicle 9 Other					
GVWR Total	1 10,000 lbs or less 2 10,001 - 26,000 lbs 3 More than 26,000 lbs NA Not Applicable					
Carrier Type	1 Interstate Carrier 2 Intrastate Carrier 3 Not in Commerce/Government 4 Not in Commerce/Other Truck or Bus 9 Other Operation/Not specified					
Carrier Name	Carrier Address	City	State	Zip	Country	
MC / MX No.	DOT No.	Hazardous Materials <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown		Spilled <input type="checkbox"/> Yes <input type="checkbox"/> No	Placard No.	
Hazard Class Number	1 Explosives 2 Gases - Compressed, Dissolved or Refrigerated 3 Flammable Liquid 4 Flammable Solids - Combustible, Water Reactive 5 Oxidizing Substances - Organic Peroxides 6 Poisonous (Toxic) and Infectious Substances 7 Radioactive Material 8 Corrosives 9 Miscellaneous Dangerous Goods					

Driver / Pedestrian / Pedalcyclist

04	Driver			Pedestrian / Pedalcyclist					
	Operator Action	1 Going Straight 2 Turning Right 3 Right Turn on Red 4 Turning Left 5 Left Turn on Red 6 U-Turn 7 Merging 8 Changing Lanes 10 Passing	11 Negotiating Curve 12 Stopped in Traffic 13 Slowing in Traffic 14 Starting in Traffic 15 Parking 18 Backing 20 Avoiding Obstacle 21 Avoiding Vehicle, Pedestrian, Pedalcycle	22 Pursuing Vehicle 23 Fleeing Pursuit 24 Racing 25 Parked Vehicle 26 Driverless Vehicle in Motion 64 Entering/Exiting Parked or Standing Vehicle 65 Entering/Leaving Parking Lot, Driveway, Alley	30 Crossing at Intersection, Crosswalk 31 Crossing at Intersection, NO Crosswalk 35 Crossing at Mid-block, Crosswalk 36 Crossing at Mid-block, NO Crosswalk 40 Walk/Ride with Traffic in Bike Lane 41 Walk/Ride with Traffic NO Bike Lane 42 Walk/Ride Facing Traffic in Bike Lane 43 Walk/Ride Facing Traffic NO Bike Lane	44 Walk/Ride on Sidewalk 50 Standing ON Roadway 51 Playing ON Roadway 52 Working ON Roadway 60 Enter/Exit School Bus 70 Not ON Roadway 99 Other			
Hit & Run <input type="checkbox"/>	Last Name Goetter	First Name Adin	M.I. P	Home Phone	Work Phone				
Address		City Boise		State ID	Zip 83713				
Driver's License No. AD002664B		License State ID	License Class D	<input type="checkbox"/> Commercial License	Sex M				
Endorsements (list all) NA	<input type="checkbox"/> School Bus <input type="checkbox"/> Hazardous materials <input type="checkbox"/> Motorcycle <input type="checkbox"/> Tanker vehicle <input type="checkbox"/> Passenger <input type="checkbox"/> Double / triple trailers <input checked="" type="checkbox"/> Combination of tank vehicle & hazardous materials <input type="checkbox"/> OTHER non commercial license endorsements <input checked="" type="checkbox"/> None / Not applicable								
Restrictions (list all) 00	<input type="checkbox"/> None <input type="checkbox"/> Daylight only until 16 <input type="checkbox"/> Corrective Lenses <input type="checkbox"/> Mechanical Devices (i.e. Adaptive devices) <input type="checkbox"/> Prosthetic Aid <input type="checkbox"/> Automatic Transmission <input type="checkbox"/> Outside Mirror <input type="checkbox"/> Limited to Daylight Only <input type="checkbox"/> Limited to Employment <input type="checkbox"/> Limited Other <input type="checkbox"/> Special restrictions <input type="checkbox"/> Intrastate Only <input type="checkbox"/> No vehicle equipped with air brakes <input type="checkbox"/> Except Class A Bus <input type="checkbox"/> Except Class A & Class B Bus <input type="checkbox"/> Except Tractor-Trailer <input type="checkbox"/> Learner's Permit Restrictions <input type="checkbox"/> 6 mo - 1 Under 17 Nonrelative <input type="checkbox"/> 3 - wheel motorcycle only <input type="checkbox"/> Seasonal CDL <input type="checkbox"/> Identity Not verified <input type="checkbox"/> Uppercase-No passenger <input type="checkbox"/> Idaho DL in possession <input type="checkbox"/> Ignition Interlock device <input checked="" type="checkbox"/> Non-Freeway <input type="checkbox"/> Community Work Center <input type="checkbox"/> Except Classes A & B School Buses <input type="checkbox"/> 01 Farm Waiver <input type="checkbox"/> 02 Military Vehicles Only <input type="checkbox"/> 99 Other								
(See key at bottom of page for the following fields) →	Protective Device 03	Airbag Deployment 01	Airbag Location 03	Injury O	Ejection 01	Trapped 01	Transported By 05	Idaho Code Number(s) / Violation(s) 49-808 TURNING Signal and with reasonable safety	<input type="checkbox"/> Not Cited
Transported To (if injured) No Medical Care Provider Needed									
EMS Provider No EMS Provider Needed									
1	← Alcohol / Drug Involvement 1 Neither Alcohol nor Drugs Detected 3 Yes, Drugs 2 Yes, Alcohol 4 Yes, Both		Alcohol Test 01	← 1 None Given 3 Blood Test 5 Breath Test 7 Vitreous Fluid 2 Test Refused 4 Urine Test 6 Field Test		Drug Test 01		Drug Test Results NA	

Passengers (additional passenger information may be added in the Narrative)

Full Name	Address (Street; City, State Zip)	Home Phone	Sex	Date of Birth	Seating	Protective Device	Airbag Deployment	Airbag Location	Injury	Ejection	Trapped	Transported By
Kiana Braden			F	11/22/2004	03	03	01	03	O	01	01	05
-U, -U -U												
No Medical Care Provider Needed					No EMS Provider Needed							
Kyler Hoffman			M	6/22/2004	04	03	01	03	O	01	01	05
-U, -U -U												
No Medical Care Provider Needed					No EMS Provider Needed							
Caydence Johnson			F	11/5/2002	06	03	01	03	O	01	01	05
-U, -U -U												
No Medical Care Provider Needed					No EMS Provider Needed							

Seating Vehicle Front <table border="1" style="width:100%; text-align:center;"> <tr><td>1</td><td>2</td><td>3</td></tr> <tr><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>10</td></tr> </table> ↑ Motorcycle 11 Sleeper Section (Truck Cab) 12 Passenger-Enclosed Non-Trailing Unit 13 Passenger-Unenclosed Non-Trailing Unit 14 Trailing Unit 15 Riding On Exterior Non-Trailing Unit 16 Pedestrian 17 Pedalcycle 18 Equestrian 99 Other (e.g. child on lap, gas tank) -U Unknown	1	2	3	4	5	6	7	8	10	Protective Device 0 None 1 Shoulder Belt Only 2 Lap Belt Only 3 Shoulder and Lap 5 Helmet Used 6 N/A Non-Motorist 9 Other 12 Child Restraint System - Forward Facing 13 Child Restraint System - Rear Facing 14 Booster Seat 15 No Helmet -U Unknown	Airbag Deployment 1 Deployed 2 Deactivated 3 Missing 4 Not Equipped 5 Not Deployed NA Not Applicable -U Unknown Airbag Location DEPLOYED: 1 Front 2 Side 3 Combination 4 Curtain 5 Other NA Not Applicable
1	2	3									
4	5	6									
7	8	10									
Injury A Suspected Serious Injury B Suspected Minor Injury C Possible Injury K Fatal Injury O No Apparent Injury -U Unknown	Ejection 1 Not Ejected 2 Totally Ejected 3 Partially Ejected I Thrown From Cycle/Animal	Trapped 1 Not Trapped 2 Trapped, extrication unit use 3 Trapped, other extrication method	Transported By 1 Ambulance / EMS 2 Police Car 3 Helicopter 4 Private Vehicle 5 Not Transported								

Unit Information

Case No.: **21-101009**

Unit No.: **2**

* If turning, select direction before turning

See Events page for a list of event codes →	First Harmful Event 54	Most Harmful Event 54	General Direction of Travel	Street <input checked="" type="checkbox"/> North/South <input type="checkbox"/> East/West	Unit * <input checked="" type="checkbox"/> N <input type="checkbox"/> E <input type="checkbox"/> S <input type="checkbox"/> W	On (Street Name) N Eagle Rd
First Event Relationship to Junction	01	0 Nonjunction 1 In Intersection 2 Intersection Related 3 At Driveway/Alley/Parking Lot 4 Driveway/Alley/Parking Lot Related 5 On Ramp 6 Ramp Related 7 At Railroad Crossing 8 Railroad Crossing Related 9 Other				

Unit Type

1 Pedestrian	21 Truck - 2 Axle/6 Tires	32 Pickup
2 Pedalcycle	22 Truck - 3+ Axle	33 SUV/Crossover
3 Motorcycle	23 Truck With Trailer	34 Cargo Van
4 Moped	24 Bobtail/Tractor - No Trailer	40 Construction Equipment
5 ATV	25 Tractor - 1 Trailer	41 Van - 1 to 8 seats
6 Car	26 Tractor - 2 Trailers	42 Van/Bus - 9 to 15 seats
10 Motor Home	27 Tractor - 3 Trailers	99 Other
11 Snowmobile	28 Train	-U Hit & Run
12 Equestrian	30 Farm Equipment	
15 Bus - 16 or more seats	31 Scooter	

Unit Use

0 No Specialized Use	10 Bus - Intercity (e.g. Greyhound)
1 Police	11 Bus - Public Transit, Commuter
2 Ambulance	13 Bus - Tour / Charter
3 Driver Training	14 Limousine
4 Government	15 Military
5 Taxi	16 Shuttle
6 Fire	17 Snow Plow
7 Wrecker	9 Other
8 Bus - School	NA Non-Vehicle

Emergency Use

1 YES: In transit, Emergency Lights Activated	3 YES: STANDING or PARKED, Emergency Lights Activated
2 YES: In transit, Emergency Lights NOT active	4 YES: STANDING or PARKED, Emergency Lights NOT active
	5 NO: NOT on an Emergency Response

Attachment

0 None	3 Travel Trailer	9 other
1 Boat Trailer	4 Towed Vehicle	
2 Utility Trailer	5 Mobile Home	

Unit / Vehicle / Owner

Unit Type 06	Unit Use 00	Non-Contact Unit <input type="checkbox"/>	Emergency Use NA	License Plate No. 7WKA956	State CA	VIN (Vehicle Identification No.) 3FA6P0H7XHR259426
Year 2019	Make Ford	Model Fus	Color Blk	Attachment 1 00	Attachment 2 00	
Owner Last Name Hume	Owner First Name David	M.I.	Insured? Yes	Insurance Company Name State Farm	Policy No. 0962908F2712	
Owner Address	City	State	Zip 83616			

Damage

Initial Point of Impact 11	Auto / Motorcycle / Tractor with Semi Trailer		Trailing Unit #1		Trailing Unit #2	
Principal Point of Impact 11	13 Top and Windows 14 Undercarriage		33 Top 34 Undercarriage		53 Top 54 Undercarriage	
Extent of Deformity 05	0 No Damage 1 Very Minor 2 Minor 3 Minor-Moderate 4 Moderate 5 Moderate-Severe 6 Severe 7 Very Severe NA Non-Vehicle					
Towed Due to Damage <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If Yes, Towed By WTF					

Contributing Circumstances (3 possible)

00	0 None	8 Overcorrected	17 Wheel Defect	27 Physical Impairment	38 Failed to Maintain Lane
00	1 Exceeded Posted Speed	10 Improper Backing	18 Light Defect	28 Improperly Parked	39 Foot Slipped Off or Caught On Pedal
00	2 Speed Too Fast For Conditions	11 Improper Turn	19 Other Vehicle Defect	31 Previous Accident	40 Wrong Side or Wrong Way
	3 Too Slow for Traffic	12 Failed to Signal	21 Alcohol Impaired	32 Distracted IN or ON Vehicle	41 Brakes
	4 Improper Overtaking	13 Failed to Yield	22 Inattention	34 Drug Impaired	42 Steering
	5 Improper Lane Change	14 Failed to Obey Stop Sign	23 Vision Obstruction	35 Improper Use of Turn Lane	43 Truck Coupling, Trailer Hitch, Safety Chains
	6 Following Too Close	15 Failed to Obey Signal	24 Asleep, Drowsy, Fatigued	36 Animal(s) in Roadway	44 Wipers
	7 Drove Left of Center	16 Tire Defect	25 Sick	37 Emotional - Depressed, Angry, Disturbed	99 Other

Distracted By (if # 32 selected)	1 Electronic Communication Device (Cell, CB Radio, Etc.) 2 Other Electronic Device (Navigation device, DVD player, IPODS) 3 Passenger 4 Other Inside the Vehicle 5 Previous vehicle Crash/Ticketing Incident/Abandoned Vehicle 6 Other External Distraction Outside Vehicle NA Not Distracted
Vision Obstructed By (if # 23 selected)	0 None 1 Curve In Road 2 Hill Crest 3 Roadway Slope/Snowbank 4 Tree/Crop/Bush 5 Reflection From Surface 6 Bright Sunlight 7 Bright Headlights 10 Rain/Snow/Ice ON windows 11 Cracked/Dirty Windows 12 Splash/Spray From Other Vehicle 13 Moving Vehicle 14 Parked Vehicle 15 Traffic Sign 16 Billboard/Fence 17 Building 18 Vehicle Stopped on Roadway 19 Contents in Vehicle Interior 20 Signs/Stickers/Decals on Windows 99 Other

Commercial Vehicle

Cargo Body	0 None 1 Bus 2 Van/Enclosed Box 3 Cargo Tank 4 Flatbed 5 Dump 6 Concrete Mixer 7 Auto Transporter 8 Garbage/Refuse 10 Pickup Bed 11 Belly Dump/Hopper 12 Intermodal Container Chassis 13 Log 14 Pole Trailer 15 Vehicle Towing another Vehicle 9 Other					
GVWR Total	1 10,000 lbs or less 2 10,001 - 26,000 lbs 3 More than 26,000 lbs NA Not Applicable					
Carrier Type	1 Interstate Carrier 2 Intrastate Carrier 3 Not in Commerce/Government 4 Not in Commerce/Other Truck or Bus 9 Other Operation/Not specified					
Carrier Name	Carrier Address	City	State	Zip	Country	
MC / MX No.	DOT No.	Hazardous Materials <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown		Spilled <input type="checkbox"/> Yes <input type="checkbox"/> No	Placard No.	
Hazard Class Number	1 Explosives 2 Gases - Compressed, Dissolved or Refrigerated 3 Flammable Liquid 4 Flammable Solids - Combustible, Water Reactive 5 Oxidizing Substances - Organic Peroxides 6 Poisonous (Toxic) and Infectious Substances 7 Radioactive Material 8 Corrosives 9 Miscellaneous Dangerous Goods					

Driver / Pedestrian / Pedalcyclist

01 ↑ Operator Action	Driver			Pedestrian / Pedalcyclist		
	1 Going Straight 2 Turning Right 3 Right Turn on Red 4 Turning Left 5 Left Turn on Red 6 U-Turn 7 Merging 8 Changing Lanes 10 Passing	11 Negotiating Curve 12 Stopped in Traffic 13 Slowing in Traffic 14 Starting in Traffic 15 Parking 18 Backing 20 Avoiding Obstacle 21 Avoiding Vehicle, Pedestrian, Pedalcycle	22 Pursuing Vehicle 23 Fleeing Pursuit 24 Racing 25 Parked Vehicle 26 Driverless Vehicle in Motion 64 Entering/Exiting Parked or Standing Vehicle 65 Entering/Leaving Parking Lot, Driveway, Alley	30 Crossing at Intersection, Crosswalk 31 Crossing at Intersection, NO Crosswalk 35 Crossing at Mid-block, Crosswalk 36 Crossing at Mid-block, NO Crosswalk 40 Walk/Ride with Traffic in Bike Lane 41 Walk/Ride with Traffic NO Bike Lane 42 Walk/Ride Facing Traffic in Bike Lane 43 Walk/Ride Facing Traffic NO Bike Lane	44 Walk/Ride on Sidewalk 50 Standing ON Roadway 51 Playing ON Roadway 52 Working ON Roadway 60 Enter/Exit School Bus 70 Not ON Roadway 99 Other	
Hit & Run <input type="checkbox"/>	Last Name Hume	First Name David	M.I.	Home Phone	Work Phone	
Address			City Eagle	State ID	Zip 83616	
Driver's License No. A8691307		License State CA	License Class C		<input type="checkbox"/> Commercial License	Sex M
Endorsements (list all) NA	<input type="checkbox"/> School Bus <input type="checkbox"/> Hazardous materials <input type="checkbox"/> Motorcycle <input type="checkbox"/> Tanker vehicle <input type="checkbox"/> Passenger <input type="checkbox"/> Double / triple trailers <input checked="" type="checkbox"/> Combination of tank vehicle & hazardous materials <input type="checkbox"/> OTHER non commercial license endorsements <input checked="" type="checkbox"/> None / Not applicable					
Restrictions (list all) 00	<input type="checkbox"/> None <input type="checkbox"/> Daylight only until 16 <input type="checkbox"/> Corrective Lenses <input type="checkbox"/> Mechanical Devices (i.e. Adaptive devices) <input type="checkbox"/> Prosthetic Aid <input type="checkbox"/> Automatic Transmission <input type="checkbox"/> Outside Mirror <input type="checkbox"/> Limited to Daylight Only <input type="checkbox"/> Limited to Employment <input type="checkbox"/> Limited Other <input type="checkbox"/> Special restrictions <input type="checkbox"/> Intrastate Only <input type="checkbox"/> No vehicle equipped with air brakes <input type="checkbox"/> Except Class A Bus <input type="checkbox"/> Except Class A & Class B Bus <input type="checkbox"/> Except Tractor-Trailer <input type="checkbox"/> Learner's Permit Restrictions <input type="checkbox"/> 6 mo - 1 Under 17 Nonrelative <input type="checkbox"/> 3 - wheel motorcycle only <input type="checkbox"/> Seasonal CDL <input type="checkbox"/> Identity Not verified <input type="checkbox"/> Motorcycle-No passenger <input type="checkbox"/> Idaho DL in possession <input type="checkbox"/> Ignition Interlock device <input checked="" type="checkbox"/> Non-Freeway <input type="checkbox"/> Community Work Center <input type="checkbox"/> Except Classes A & B School Buses <input type="checkbox"/> 01 Farm Waiver <input type="checkbox"/> 02 Military Vehicles Only <input type="checkbox"/> 99 Other					
(See key at bottom of page for the following fields) →	Protective Device 03	Airbag Deployment 05	Airbag Location NA	Injury O	Ejection 01	Trapped 01
Transported To (if injured) No Medical Care Provider Needed						
EMS Provider No EMS Provider Needed						
1 ← Alcohol / Drug Involvement	Alcohol Test 01		1 None Given 3 Blood Test 5 Breath Test 7 Vitreous Fluid 2 Test Refused 4 Urine Test 6 Field Test		Drug Test 01	
	1 Neither Alcohol nor Drugs Detected 3 Yes, Drugs 2 Yes, Alcohol 4 Yes, Both	BAC Test Results /		Drug Used (if known)		Drug Test Results NA

Passengers (additional passenger information may be added in the Narrative)

Full Name	Address (Street; City, State Zip)	Home Phone	Sex	Date of Birth	Seating	Protective Device	Airbag Deployment	Airbag Location	Injury	Ejection	Trapped	Transported By
Injured Transported To	EMS Provider											

Seating Vehicle Front <table border="1" style="width:100%; text-align:center;"> <tr><td>1</td><td>2</td><td>3</td></tr> <tr><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>10</td></tr> </table> ↑ Motorcycle 11 Sleeper Section (Truck Cab) 12 Passenger-Enclosed Non-Trailing Unit 13 Passenger-Unenclosed Non-Trailing Unit 14 Trailing Unit 15 Riding On Exterior Non-Trailing Unit 16 Pedestrian 17 Pedalcycle 18 Equestrian 99 Other (e.g. child on lap, gas tank) -U Unknown	1	2	3	4	5	6	7	8	10	Protective Device 0 None 1 Shoulder Belt Only 2 Lap Belt Only 3 Shoulder and Lap 5 Helmet Used 6 N/A Non-Motorist 9 Other 12 Child Restraint System - Forward Facing 13 Child Restraint System - Rear Facing 14 Booster Seat 15 No Helmet -U Unknown	Airbag Deployment 1 Deployed 2 Deactivated 3 Missing 4 Not Equipped 5 Not Deployed NA Not Applicable -U Unknown	Airbag Location DEPLOYED: 1 Front 2 Side 3 Combination 4 Curtain 5 Other NA Not Applicable
1	2	3										
4	5	6										
7	8	10										
Injury A Suspected Serious Injury B Suspected Minor Injury C Possible Injury K Fatal Injury O No Apparent Injury -U Unknown	Ejection 1 Not Ejected 2 Totally Ejected 3 Partially Ejected I Thrown From Cycle/Animal	Trapped 1 Not Trapped 2 Trapped, extrication unit use 3 Trapped, other extraction method	Transported By 1 Ambulance / EMS 2 Police Car 3 Helicopter 4 Private Vehicle 5 Not Transported									

Unit No.: 3

* If turning, select direction before turning

See Events page for a list of event codes -> First Harmful Event 15 Most Harmful Event 15 General Direction of Travel Street North/South East/West Unit * N E S W On (Street Name) N Eagle Rd

Unit Type

Table with 3 columns listing unit types: 1 Pedestrian, 2 Pedalcycle, 3 Motorcycle, 4 Moped, 5 ATV, 6 Car, 10 Motor Home, 11 Snowmobile, 12 Equestrian, 15 Bus - 16 or more seats, 21 Truck - 2 Axle/6 Tires, 22 Truck - 3+ Axle, 23 Truck With Trailer, 24 Bobtail/Tractor - No Trailer, 25 Tractor - 1 Trailer, 26 Tractor - 2 Trailers, 27 Tractor - 3 Trailers, 28 Train, 30 Farm Equipment, 31 Scooter, 32 Pickup, 33 SUV/Crossover, 34 Cargo Van, 40 Construction Equipment, 41 Van - 1 to 8 seats, 42 Van/Bus - 9 to 15 seats, 99 Other, -U Hit & Run

Unit Use

Table with 2 columns listing unit uses: 0 No Specialized Use, 1 Police, 2 Ambulance, 3 Driver Training, 4 Government, 5 Taxi, 6 Fire, 7 Wrecker, 8 Bus - School, 10 Bus - Intercity (e.g. Greyhound), 11 Bus - Public Transit, Commuter, 13 Bus - Tour / Charter, 14 Limousine, 15 Military, 16 Shuttle, 17 Snow Plow, 9 Other, NA Non-Vehicle

Emergency Use

Table with 2 columns listing emergency use options: 1 YES: In transit, Emergency Lights Activated, 2 YES: In transit, Emergency Lights NOT active, 3 YES: STANDING or PARKED, Emergency Lights Activated, 4 YES: STANDING or PARKED, Emergency Lights NOT active, 5 NO: NOT on an Emergency Response

Attachment

Table with 3 columns listing attachments: 0 None, 1 Boat Trailer, 2 Utility Trailer, 3 Travel Trailer, 4 Towed Vehicle, 5 Mobile Home, 9 other

Unit / Vehicle / Owner

Form for Unit / Vehicle / Owner information including Unit Type (02), Unit Use (00), Non-Contact Unit, Emergency Use (NA), License Plate No., State, VIN, Year, Make (NA), Model, Color, Attachment 1 (00), Attachment 2 (00), Owner Last Name, Owner First Name, M.I., Insured?, Insurance Company Name, Policy No., Owner Address, City, State, Zip

Damage

Form for Damage information including Initial Point of Impact, Principal Point of Impact, Extent of Deformity, Towed Due to Damage (Yes/No), Auto / Motorcycle / Tractor with Semi Trailer (13 Top and Windows, 14 Undercarriage), Trailing Unit #1 (33 Top, 34 Undercarriage), Trailing Unit #2 (53 Top, 54 Undercarriage)

Contributing Circumstances (3 possible)

Form for Contributing Circumstances (3 possible) including 00 None, 1 Exceeded Posted Speed, 2 Speed Too Fast For Conditions, 3 Too Slow for Traffic, 4 Improper Overtaking, 5 Improper Lane Change, 6 Following Too Close, 7 Drove Left of Center, 8 Overcorrected, 10 Improper Backing, 11 Improper Turn, 12 Failed to Signal, 13 Failed to Yield, 14 Failed to Obey Stop Sign, 15 Failed to Obey Signal, 16 Tire Defect, 17 Wheel Defect, 18 Light Defect, 19 Other Vehicle Defect, 21 Alcohol Impaired, 22 Inattention, 23 Vision Obstruction, 24 Asleep, Drowsy, Fatigued, 25 Sick, 27 Physical Impairment, 28 Improperly Parked, 31 Previous Accident, 32 Distracted IN or ON Vehicle, 34 Drug Impaired, 35 Improper Use of Turn Lane, 36 Animal(s) in Roadway, 37 Emotional - Depressed, Angry, Disturbed, 38 Failed to Maintain Lane, 39 Foot Slipped Off or Caught On Pedal, 40 Wrong Side or Wrong Way, 41 Brakes, 42 Steering, 43 Truck Coupling, Trailer Hitch, Safety Chains, 44 Wipers, 99 Other

Commercial Vehicle

Form for Commercial Vehicle information including Cargo Body (0 None, 1 Bus, 2 Van/Enclosed Box, 3 Cargo Tank, 4 Flatbed, 5 Dump, 6 Concrete Mixer, 7 Auto Transporter, 8 Garbage/Refuse, 10 Pickup Bed, 11 Belly Dump/Hopper, 12 Intermodal Container Chassis, 13 Log, 14 Pole Trailer, 15 Vehicle Towing another Vehicle, 9 Other), GVWR Total (1 10,000 lbs or less, 2 10,001 - 26,000 lbs, 3 More than 26,000 lbs, NA Not Applicable), Carrier Type (1 Interstate Carrier, 2 Intrastate Carrier, 3 Not in Commerce/Government, 4 Not in Commerce/Other Truck or Bus, 9 Other Operation/Not specified), Carrier Name, Carrier Address, City, State, Zip, Country, MC / MX No., DOT No., Hazardous Materials (Yes/No/Unknown), Spilled (Yes/No), Placard No., Hazard Class Number (1 Explosives, 2 Gases - Compressed, Dissolved or Refrigerated, 3 Flammable Liquid, 4 Flammable Solids - Combustible, Water Reactive, 5 Oxidizing Substances - Organic Peroxides, 6 Poisonous (Toxic) and Infectious Substances, 7 Radioactive Material, 8 Corrosives, 9 Miscellaneous Dangerous Goods)

Driver / Pedestrian / Pedalcyclist

44 ↑ Operator Action	Driver			Pedestrian / Pedalcyclist		
	1 Going Straight 2 Turning Right 3 Right Turn on Red 4 Turning Left 5 Left Turn on Red 6 U-Turn 7 Merging 8 Changing Lanes 10 Passing	11 Negotiating Curve 12 Stopped in Traffic 13 Slowing in Traffic 14 Starting in Traffic 15 Parking 18 Backing 20 Avoiding Obstacle 21 Avoiding Vehicle, Pedestrian, Pedalcycle	22 Pursuing Vehicle 23 Fleeing Pursuit 24 Racing 25 Parked Vehicle 26 Driverless Vehicle in Motion 64 Entering/Exiting Parked or Standing Vehicle 65 Entering/Leaving Parking Lot, Driveway, Alley	30 Crossing at Intersection, Crosswalk 31 Crossing at Intersection, NO Crosswalk 35 Crossing at Mid-block, Crosswalk 36 Crossing at Mid-block, NO Crosswalk 40 Walk/Ride with Traffic in Bike Lane 41 Walk/Ride with Traffic NO Bike Lane 42 Walk/Ride Facing Traffic in Bike Lane 43 Walk/Ride Facing Traffic NO Bike Lane	44 Walk/Ride on Sidewalk 50 Standing ON Roadway 51 Playing ON Roadway 52 Working ON Roadway 60 Enter/Exit School Bus 70 Not ON Roadway 99 Other	
Hit & Run <input type="checkbox"/>	Last Name Zamankhan	First Name Abdolghani	M.I.	Home Phone	Work Phone	
Address			City Boise	State ID	Zip 83713	
Driver's License No. ZG436283C		License State ID	License Class -U		<input type="checkbox"/> Commercial License	Sex M
Endorsements (list all)	NA <input type="checkbox"/> School Bus <input type="checkbox"/> Hazardous materials <input type="checkbox"/> Motorcycle <input type="checkbox"/> Tanker vehicle <input type="checkbox"/> Passenger <input type="checkbox"/> Double / triple trailers <input checked="" type="checkbox"/> Combination of tank vehicle & hazardous materials <input type="checkbox"/> OTHER non commercial license endorsements NA None / Not applicable					
Restrictions (list all)	00 <input type="checkbox"/> None <input type="checkbox"/> Daylight only until 16 <input type="checkbox"/> Corrective Lenses <input type="checkbox"/> Mechanical Devices (i.e. Adaptive devices) <input type="checkbox"/> Prosthetic Aid <input type="checkbox"/> Automatic Transmission <input type="checkbox"/> Outside Mirror <input type="checkbox"/> Limited to Daylight Only <input type="checkbox"/> Limited to Employment <input type="checkbox"/> Limited Other <input type="checkbox"/> Special restrictions <input type="checkbox"/> Intrastate Only <input type="checkbox"/> No vehicle equipped with air brakes <input type="checkbox"/> Except Class A Bus <input type="checkbox"/> Except Class A & Class B Bus <input type="checkbox"/> Except Tractor-Trailer <input type="checkbox"/> Learner's Permit Restrictions <input type="checkbox"/> 6 mo - 1 Under 17 Nonrelative <input type="checkbox"/> 3 - wheel motorcycle only <input type="checkbox"/> Seasonal CDL <input type="checkbox"/> Identity Not verified <input type="checkbox"/> Motorcycle-No passenger <input type="checkbox"/> Idaho DL in possession <input type="checkbox"/> Ignition Interlock device <input type="checkbox"/> Non-Freeway <input type="checkbox"/> Community Work Center <input type="checkbox"/> Except Classes A & B School Buses <input type="checkbox"/> 01 Farm Waiver <input type="checkbox"/> 02 Military Vehicles Only <input type="checkbox"/> 99 Other					
(See key at bottom of page for the following fields) →	Protective Device 15	Airbag Deployment NA	Airbag Location NA	Injury A	Ejection T	Trapped 01
Transported To (if injured) St. Alphonsus Medical Center - Boise			Idaho Code Number(s) / Violation(s) <input checked="" type="checkbox"/> Not Cited 00 Not Cited			
EMS Provider Ada County Paramedics - Boise						
1 ← Alcohol / Drug Involvement	Alcohol Test 01		← 1 None Given 3 Blood Test 5 Breath Test 7 Vitreous Fluid 2 Test Refused 4 Urine Test 6 Field Test		Drug Test 01	
1 Neither Alcohol nor Drugs Detected 2 Yes, Alcohol	3 Yes, Drugs 4 Yes, Both	BAC Test Results /		Drug Used (if known)		Drug Test Results NA

Passengers (additional passenger information may be added in the Narrative)

Full Name	Address (Street; City, State Zip)	Home Phone	Sex	Date of Birth	Seating	Protective Device	Airbag Deployment	Airbag Location	Injury	Ejection	Trapped	Transported By
Injured Transported To	EMS Provider											

Seating Vehicle Front <table border="1" style="width:100%; text-align:center;"> <tr><td>1</td><td>2</td><td>3</td></tr> <tr><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>10</td></tr> </table> ↑ Motorcycle 11 Sleeper Section (Truck Cab) 12 Passenger-Enclosed Non-Trailing Unit 13 Passenger-Unenclosed Non-Trailing Unit 14 Trailing Unit 15 Riding On Exterior Non-Trailing Unit 16 Pedestrian 17 Pedalcycle 18 Equestrian 99 Other (e.g. child on lap, gas tank) -U Unknown	1	2	3	4	5	6	7	8	10	Protective Device 0 None 1 Shoulder Belt Only 2 Lap Belt Only 3 Shoulder and Lap 5 Helmet Used 6 N/A Non-Motorist 9 Other 12 Child Restraint System - Forward Facing 13 Child Restraint System - Rear Facing 14 Booster Seat 15 No Helmet -U Unknown	Airbag Deployment 1 Deployed 2 Deactivated 3 Missing 4 Not Equipped 5 Not Deployed NA Not Applicable -U Unknown	Airbag Location DEPLOYED: 1 Front 2 Side 3 Combination 4 Curtain 5 Other NA Not Applicable
1	2	3										
4	5	6										
7	8	10										
Injury A Suspected Serious Injury B Suspected Minor Injury C Possible Injury K Fatal Injury O No Apparent Injury -U Unknown	Ejection 1 Not Ejected 2 Totally Ejected 3 Partially Ejected I Thrown From Cycle/Animal	Trapped 1 Not Trapped 2 Trapped, extrication unit use 3 Trapped, other extraction method	Transported By 1 Ambulance / EMS 2 Police Car 3 Helicopter 4 Private Vehicle 5 Not Transported									

Event

Single Unit Non-Collision	Single Unit Collision With	Multi-Unit Collision
1 Overturn	14 Pedestrian	20 Parked Car - on Private Property
2 Separation of Units	15 Pedalcycle	50 Head-On
3 Cargo Loss/Shift	16 Railroad Train	51 Rear-End
4 Jackknifed	17 Animal - Domestic	60 Backed Into
5 Ran Off Road	18 Animal - Wild	61 Parked Car
6 Down Hill Runaway	19 Other Object Not Fixed	52 Sideswiped Same
7 Fire/Explosion	21 Impact Attenuator	53 Sideswiped Opposite
8 Gas/Inhalation	22 Bridge/Pier/Abutment	58 Angle
9 Other Non-Collision	23 Bridge/Parapet End	54 Head-On Turning
10 Loss of Control	24 Bridge Rail	56 Rear-End Turning
11 Fell/Pushed/Jumped	25 Overpass	59 Angle Turning
12 Non-Collision Injury	26 Guardrail Face	62 Same Dir Turning
13 Immersion	27 Guardrail End	
71 Came Back on Road	28 Concrete Traffic Barrier	
72 Drove Left of Center	30 Traffic Sign Support	
76 Cross Median	39 Other Post, Pole or Support	
82 Vehicle Equipment Failure (Blown Tire/Brake Failure)	40 Delineator Post	
	41 Culvert	
	42 Curb	
	43 Ditch	
	44 Embankment	
	45 Fence	
	46 Mailbox	
	47 Tree	
	48 Building/Wall	
	49 Other Fixed Object	
	74 Cable Barrier	
	77 Struck by Falling/Shifting Cargo or Anything set in motion by a motor vehicle	
	78 Thrown or Falling Object	
	80 Traffic Signal Support	
	81 Utility/Light Support	
		Any Situation
		98 Non-Contact Unit
		99 Other

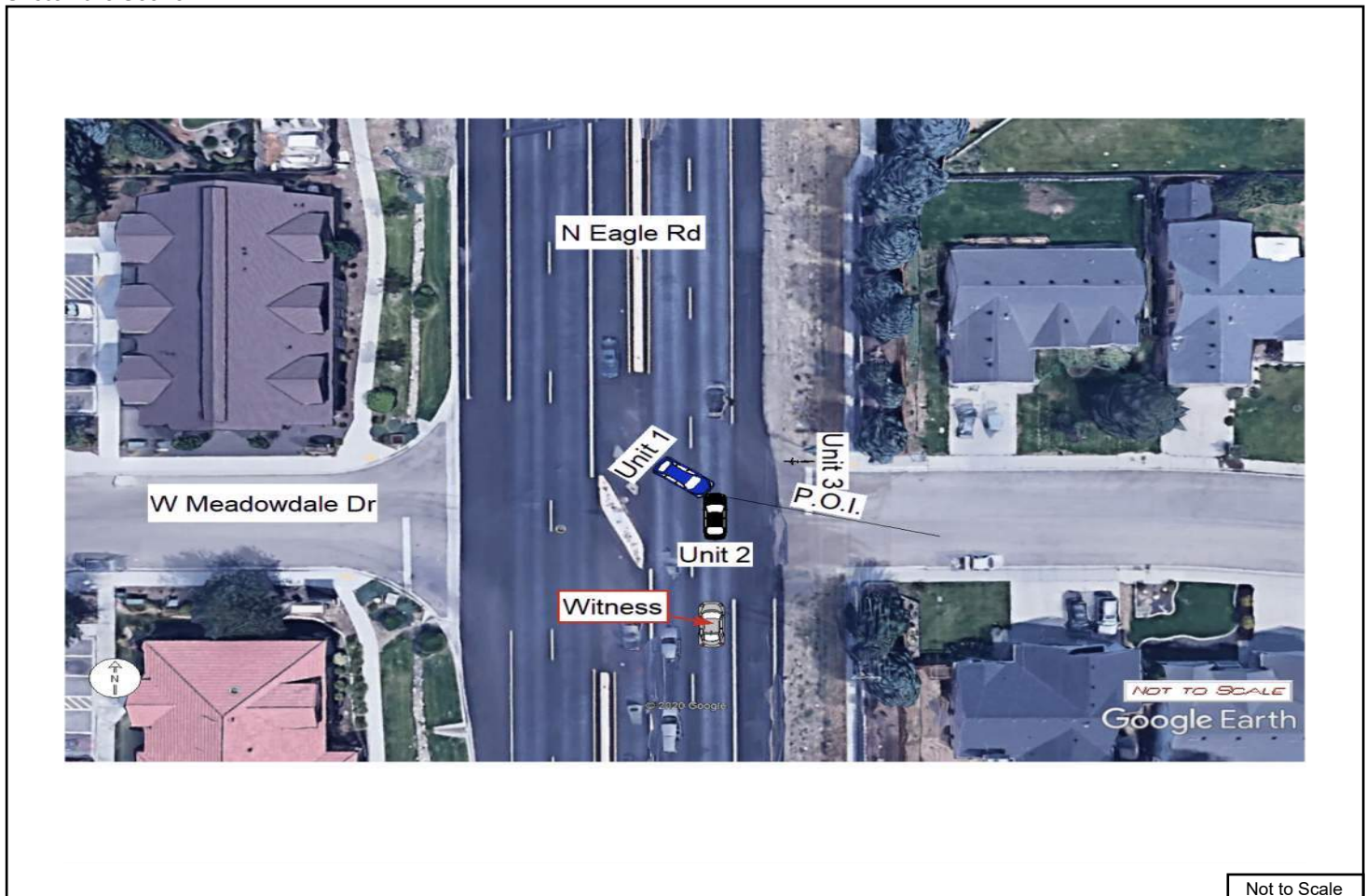
Event Location

1 On Roadway	3 Right Shoulder	5 Outside Right-Of-Way	7 Median	A In Parking Lot	P Private Property
2 Left Shoulder	4 Roadside or Sidewalk	6 Off Roadway-Location Unknown	8 Gore	B Parking Lot Access Rd	9 Other

Events - list events for ALL units in the order they occurred

Unit Number	2	2																		
Event	54	15																		
Unit Number	1	3																		
Event Location	01	03																		

Sketch the Scene



Not to Scale

Narrative (additional information / additional passengers - indicate unit no. and all information for additional passengers)

Unit #3 was on the right shoulder of NB N Eagle Rd at W Meadowdale Dr.

Unit #2 was in the NB #2 lane of N Eagle Rd approaching W Meadowdale Dr.

Unit #1 was SB on N Eagle Rd attempting to turn east onto W Meadowdale Dr. Unit #1 entered the left turn lane to turn left. Unit #1 stopped to wait for NB traffic to clear so he could make the left turn. Driver #1 stated the #1 NB lane stopped and he was waved on by a driver in the NB #1 lane of N Eagle Rd. Driver #1 made the turn but did not clear the NB #2 lane where Unit #2 was still driving and still had the right of way.

Unit #2 and Unit #1 collided and were pushed into Unit #3 who was on the corner of the intersection on his bicycle. Driver #3 was thrown from the bicycle into the ditch.

Unit #2 ended up across the ditch onto a raised embankment.

Driver #1 was cited for unsafe turn.

Driver #3 was transported to an ER where he sustained a broken left femur, broken pelvis, broken ribs, and a head injury. As of this writing it is believed Driver #3 will recover from his injuries.

Investigating Officer's Name and/or Number	Report Date	Approved By	Approval Date
915	1/18/2021	692	1/21/2021

NOTE: Crash Reports need to be transmitted to Idaho Transportation Department's Office of Highway Safety

ENVIRONMENTAL ASSESSMENT

FOR

PROJECT F-FR-3271(37)

EAGLE ROAD (SH55)

(Fairview Avenue to Chinden Boulevard)

ADA COUNTY, IDAHO

Submitted pursuant to 42 U.S.C. 4332(2)(c)

BY

IDAHO TRANSPORTATION DEPARTMENT
Division of Highways

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

January, 1992

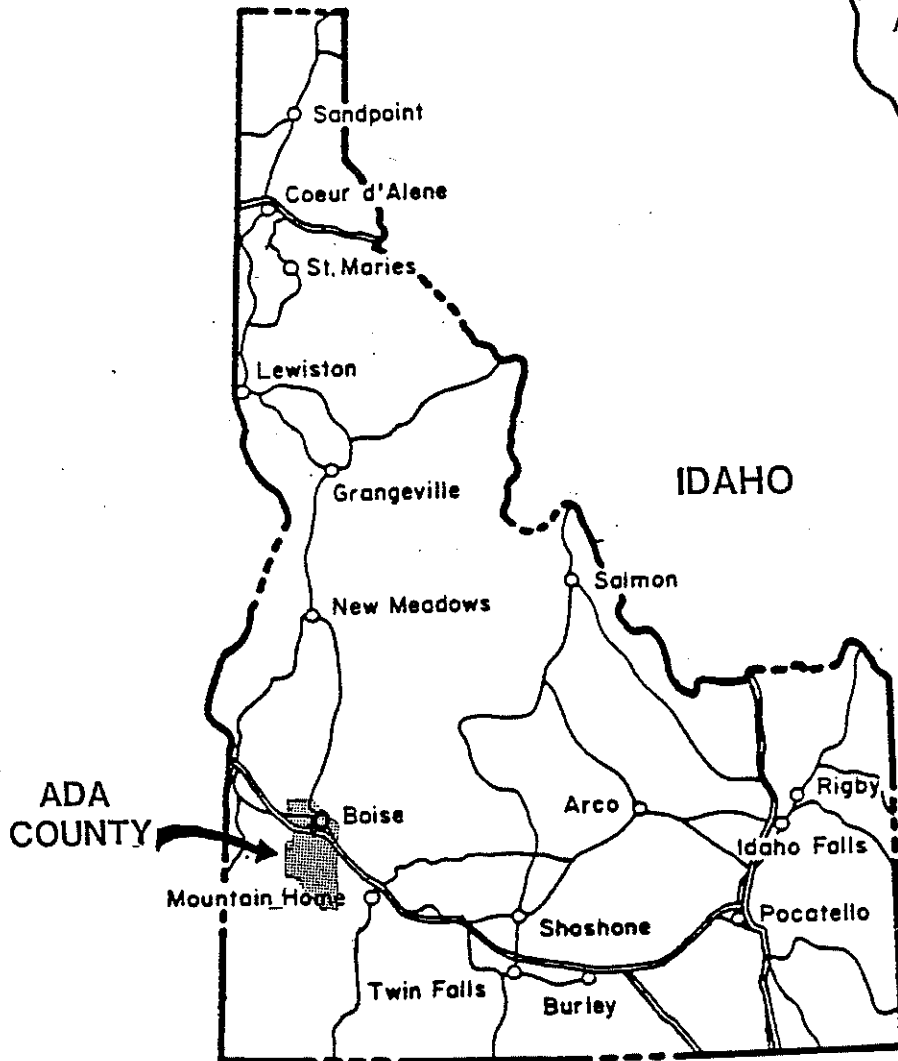
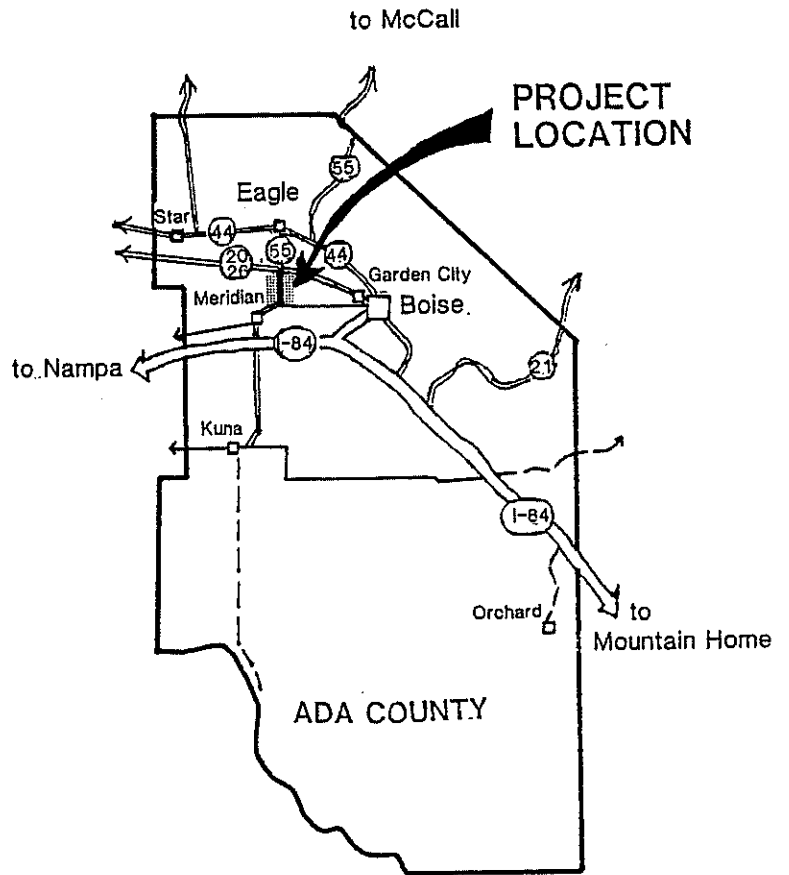
1/15/92
DATE

1-16-92
DATE


R.K. Sorensen, P.E.
ROADWAY DESIGN SUPERVISOR


FHWA DIVISION ADMINISTRATOR

PROJECT LOCATION IN ADA COUNTY, IDAHO



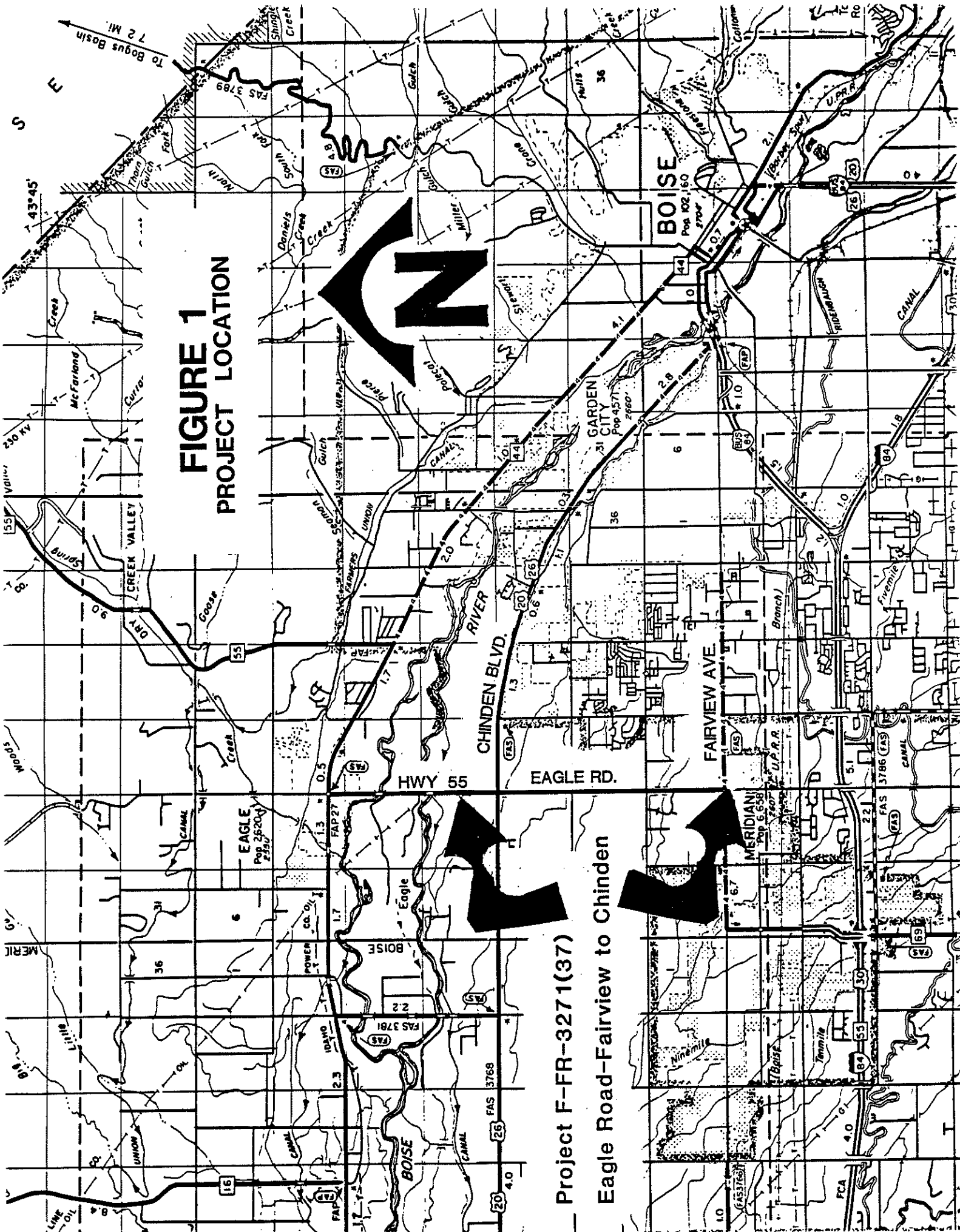


FIGURE 1
PROJECT LOCATION

Project F-FR-3271(37)

Eagle Road-Fairview to Chinden

ENVIRONMENTAL ASSESSMENT
EAGLE ROAD: FAIRVIEW AVENUE TO CHINDEN BOULEVARD

DESCRIPTION OF THE PROJECT

This project proposes widening Eagle Road (State Highway 55) between Fairview Avenue and the slope north of Chinden Boulevard. Construction would begin at the Eagle Road/Fairview intersection and end approximately 3500 feet north of Chinden (see Figure 1). These project termini delineate a narrow segment of Eagle Road that lies between wider sections to the north and south. The northern terminus adjoins a section of the highway that was widened in 1977. South of Fairview Avenue, the highway has been widened to five lanes as part of a project recently completed.

The existing highway has two ten-foot lanes with narrow shoulders. The proposed highway would consist of four travel lanes, a continuous two-way turn lane, and paved shoulders for a total width of 78 feet (see Figure 2). The basic width of the right-of-way would be 140 feet. Traffic signals would be installed at the intersections of Eagle Road with Ustick and McMillan roads. The existing signal at Chinden Boulevard would be modified to accommodate the new lane configurations.

A narrower right-of-way 110 feet wide would be used for about one-quarter mile, adjacent to Lowell Scott Middle School. On the east side of the highway, a curb, gutter and sidewalk would be built instead of a roadside shoulder, sideslope, and ditch. The west side of the highway would have curb and gutter (with room for a future sidewalk) from McMillan Road to the north end of the Norm's Inn property. This "urban design" reduces the amount of land to be acquired from the school, and makes it possible to avoid the tennis courts, which qualify for "4(f)" protection as a locally important recreation resource. Another short section with curb and sidewalk would extend north from Chinden Boulevard for approximately 1000 feet, on both sides of the highway.

NEED FOR THE PROJECT

Eagle Road (State Highway 55) is classified as a principal arterial through the project area. In the past, it primarily served Ada County residents, but with completion of the Eagle Road interchange at I-84, it has become a major north-south link between the freeway, Overland Road, Fairview, Chinden, and State Highway 44. It will be increasingly used by travelers from outside the local area.

This project would enable Eagle Road to accommodate the increased traffic generated by urban growth in western Ada County and the traffic associated with the new Eagle Road freeway interchange. In the project area, the average daily traffic on Eagle Road is currently 6400 vehicles, but is expected to reach 24,900

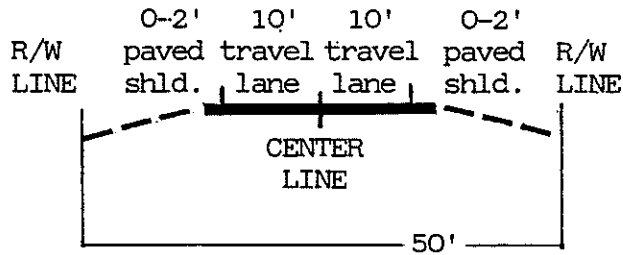
FIGURE 2

PROPOSED TYPICAL CROSS SECTIONS

NOTE: Figure 3 shows the approximate width and alignment of transition sections not depicted below.

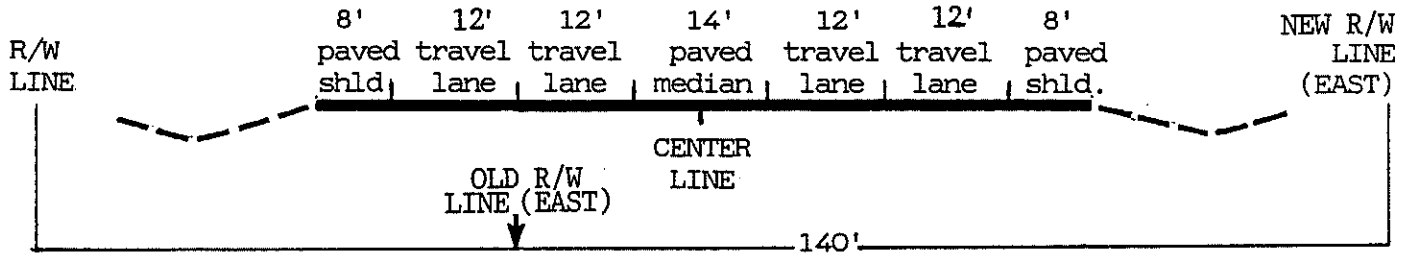
EXISTING CONDITION (and "NO ACTION" ALTERNATIVE)

M.P. 13.1 to 16.8

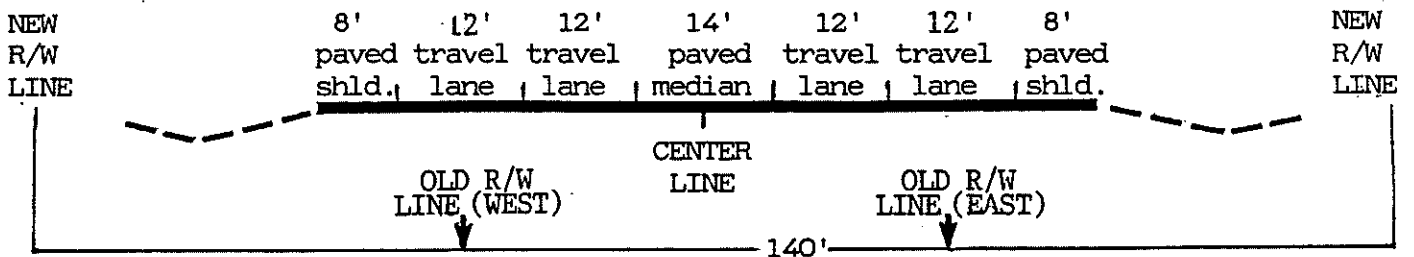


PROPOSED "EAST ROUTE" ALTERNATIVE

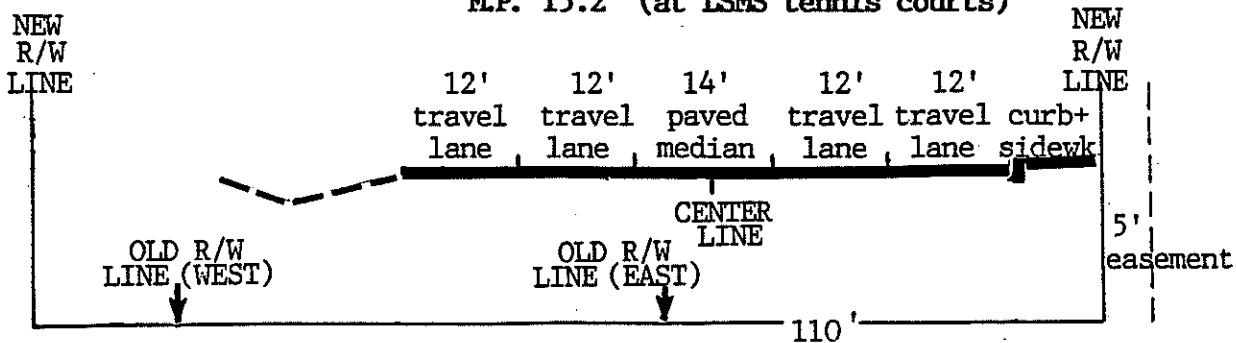
M.P. 14.6 to 15.0 and 15.4 to 15.9



M.P. 13.1 to 13.9 and 16.1 to 16.8



M.P. 15.2 (at LSMS tennis courts)



by the year 2015. The existing highway cannot effectively handle such a high volume of traffic.

During the three year period from 1987 through 1989, there were 85 traffic accidents on this section of highway. These resulted in 44 injuries and two fatalities. Most of the accidents occurred at intersections or were rear-end type accidents. The additional signals and the wider roadway proposed would reduce such incidents and would therefore improve safety on this route.

ALTERNATIVES

Since the proposed project is a modification of an existing roadway, no alternative locations were considered. Three design options were analyzed initially, and were presented at a public information meeting in September 1987. The options, described below, were called the West Route, the Center Route, and the east Route. Each proposes a 78-foot roadway within a 140-foot right-of-way. The No Action Alternative is presented as a basis for comparison.

The West Route proposes widening the highway to the west side of the existing centerline for most of the project length. A strip of new right-of-way 90 feet wide would be acquired from the west side of the present right-of-way line. This option would require up to 35 acres of new right-of-way and would displace 23 residences. Right-of-way costs were estimated at \$2.0 million and total project costs would be about \$6.0 million.

The Center Route would use the alignment of the existing roadway. The total amount of new right-of-way to be purchased would be about the same as for the West Route, but land would be acquired equally from both sides of the highway. This option would result in 22 displacements. Its estimated right-of-way costs was \$2.5 million. The total cost for the project would be about \$6.5 million.

The East Route is the option preferred by the Idaho Transportation Department. It proposes that the highway be shifted eastward between Ustick Road and a point just south of Chinden. Along this 1.7-mile stretch, new right-of-way would be purchased from the east side of the existing right-of-way in a strip 90 feet wide. A narrower right-of-way centered 30 feet east of the present center line would be used adjacent to Lowell Scott Middle School to avoid the tennis courts, which are a "4(f)" recreation site. Elsewhere on the project, the required 140-foot right-of-way would be established by acquiring land from both sides of the highway, as depicted in Figure 3. This proposal would require 34 acres of new right-of-way and would result in seven residential displacements. The cost for right-of-way would be \$1.0 million and total project expenditures would be \$5.0 million.

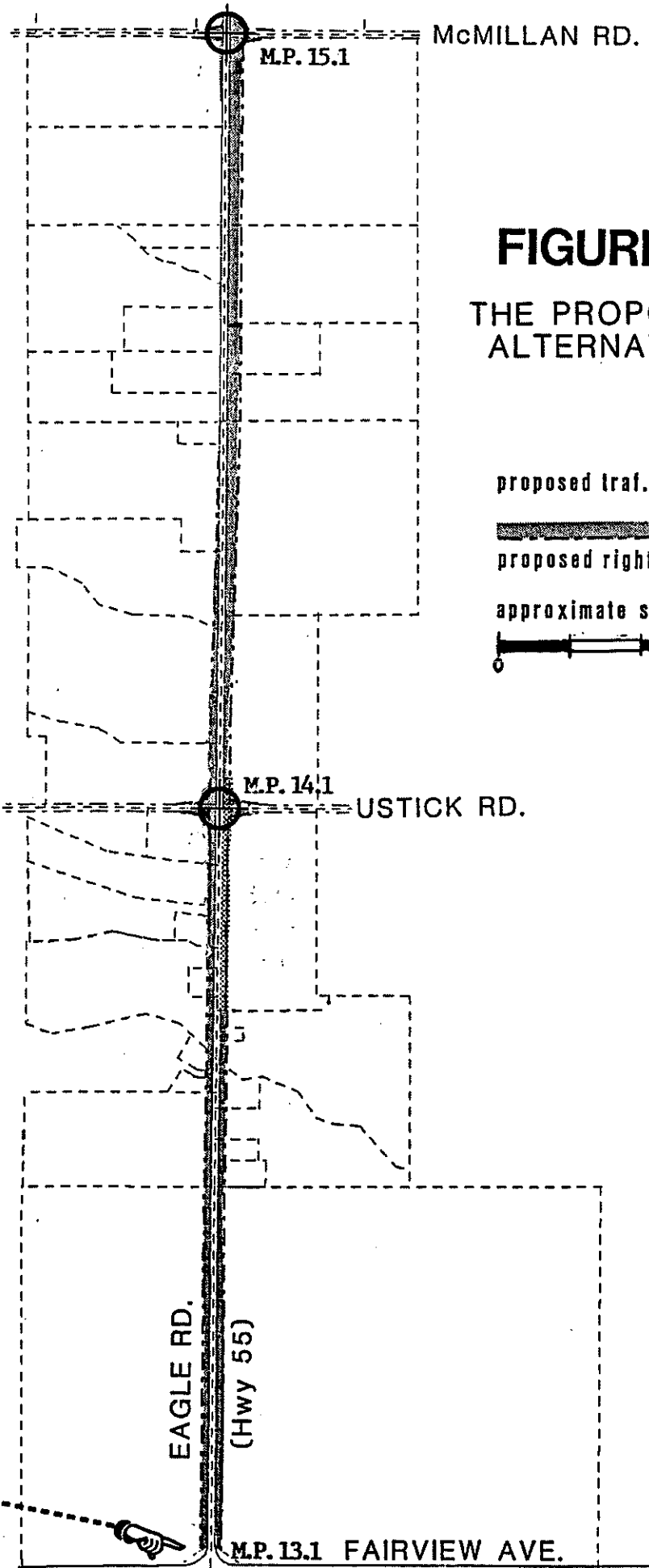




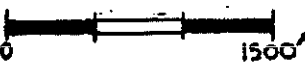
FIGURE 3

THE PROPOSED ALTERNATIVE

proposed traf. signal 

 proposed right-of-way

approximate scale





Begin Project

EAGLE RD.
(Hwy 55)

McMILLAN RD.

M.P. 15.1

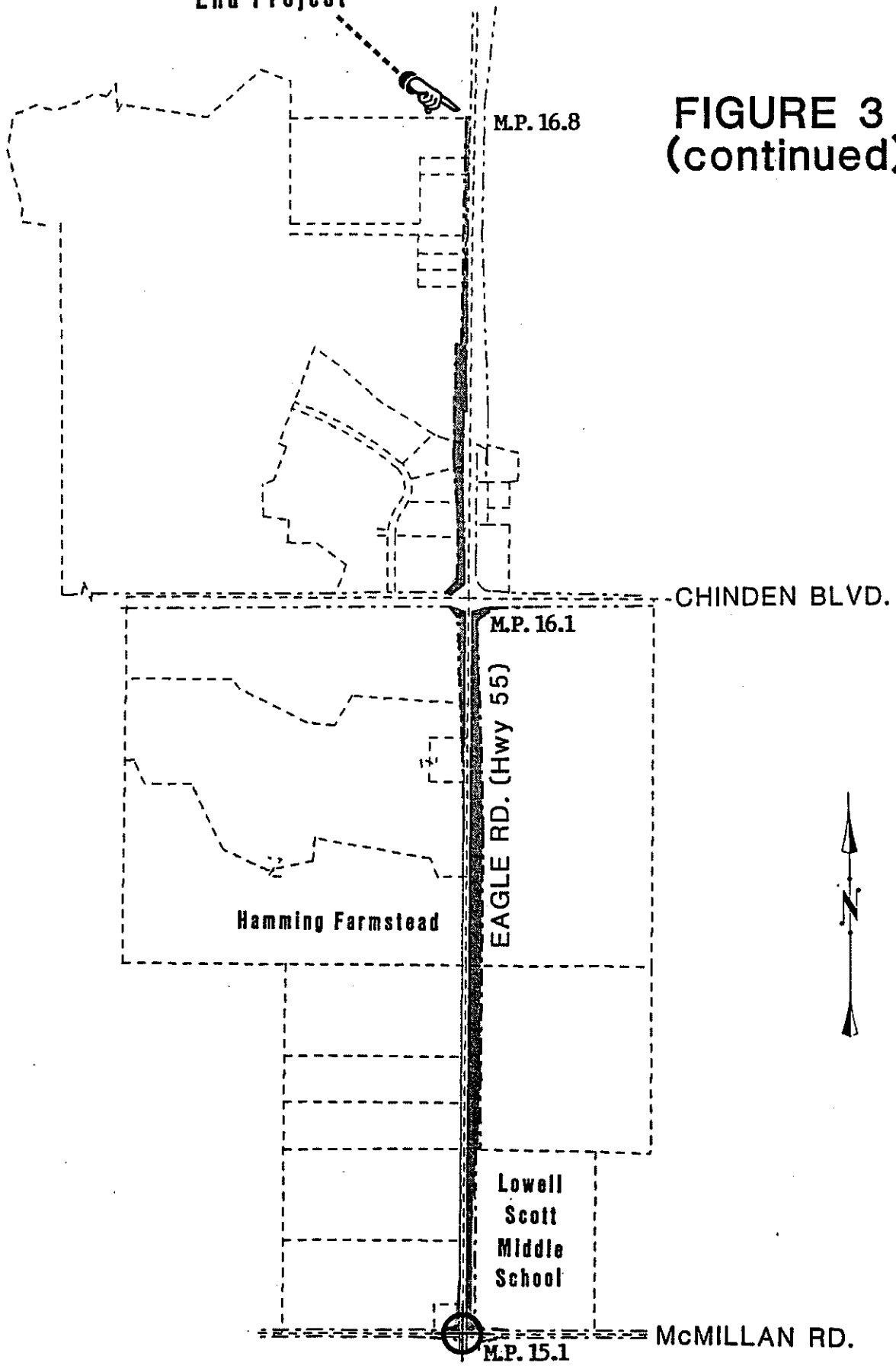
USTICK RD.

M.P. 14.1

M.P. 13.1 FAIRVIEW AVE.

End Project

**FIGURE 3
(continued)**



The No Action Alternative would retain the existing roadway and provide for routine maintenance and minor repairs. It would require no new right-of-way and would have no direct effects on land adjacent to the highway. It would, however, not meet the goals of this project and would not improve traffic capacity or safety on this route.

Road construction costs would be about the same for any of the above design options because they would be the same length and would be constructed to the same standards. The major difference in total cost is reflected in the right-of-way costs. Because the cost and impacts of right-of-way acquisition for the West Route and the Center Route are so much higher than for the East Route, those two options have essentially been dropped from consideration. This assessment therefore compares the social and environmental impacts of the East Route to the conditions that would prevail under the No Action Alternative.

ENVIRONMENTAL IMPACTS

The environmental impacts and mitigation measures associated with this project are described below. The project would have no noticeable impacts in the following areas of concern: geology, floodplains, rivers and streams, archaeology, wildlife, threatened or endangered species, and hazardous materials.

Land Use: Most of the land adjoining the project is under the jurisdiction of Ada County. Except for two small "C2" zones (designated for highway commercial activities), it is zoned "AP1" for agricultural preservation. From Fairview Avenue almost to Ustick Road, the project traverses the City of Meridian's "area of city impact". North of Chinden Boulevard, the highway is within the City of Eagle's area of city impact. These areas include a mixture of agricultural and residential zoning designations.

Land use in the project area is in transition. Historically, the dominant use has been agriculture; however, recent urban expansion has converted some nearby land to residential development. Most of the homes facing Eagle Road remain single family dwellings in a rural setting.

Although present land use patterns and trends are expected to continue, the completed project may invite additional residential and commercial development. This would be an indirect impact of the project, but the extent would be determined by local land use planning authorities through zoning and permit decisions.

Prime Farmland: Several parcels along the proposed route are farmed, and much of the land is considered prime farmland, based on the soil types present. The project would convert approximately 32 acres of prime farmland soils to highway uses. Of this, about 27 acres constitute prime farmland subject to the Farmland Protection Policy Act. The other five acres have been converted or committed to urban use and are therefore not subject to the Act.

Coordination with the U.S. Soil Conservation Service was initiated by completing a "Farmland Conversion Impact Rating" (Form AD-1006). A copy of the completed form is included in Appendix A. The score for the East Route was not high enough to warrant consideration of measures to reduce impacts on prime farmland. Considering the land already committed to non-agricultural uses and the small portion to be acquired from each affected farm parcel, the project would not have significant impact on the use or availability of prime farmland. The West Route and Center Route options would have converted approximately the same amount of farmland as the preferred alternative.

Property Acquisition: The project would require about 34 acres of new right-of-way. Although most of the land involved is agricultural land or the front yards of residential properties, seven homes would be removed and 1.3 acres of public land at Lowell Scott school would be converted to highway uses. A broad range of housing quality and property value is represented among the seven homes to be displaced. This is not uncommon in suburban settings such as the project area: where agricultural land surrounding a community is being converted to rural residential use, newer homes are often left among older ones, while farm tracts and residential acreage get interspersed with smaller building lots and subdivisions.

Monetary compensation is the principal mitigation measure for households displaced by highway projects. The Transportation Department would also provide relocation assistance to eligible residents displaced by the proposed project. In early 1991, several marketing brochures and references were consulted to determine the availability of replacement housing. At the time, these publications offered a good selection of housing in almost any price range. Displaced individuals should therefore have little problem getting settled into decent, safe and sanitary housing within their financial means. In any case, no person or family would be required to move until adequate replacement housing has been identified and reasonable attempts have been made to relocate the affected individuals.

Hazardous Materials: The U.S. Environmental Protection Agency and Idaho Department of Health and Welfare were consulted for information about hazardous materials in the project area. No sites of concern were identified by these agencies.

Between Fairview Avenue and Ustick Road, one of the properties affected by the project contains several stacks of large metal barrels that are for sale. According to the owner, most of the barrels originally contained fruit juice, not toxic substances. A small percentage are oil drums, but these are not cleaned or emptied on the property. No obvious contamination was observed in the proposed right-of-way during a June 1990 visit to the site. If hazardous materials are encountered on this property (or anywhere in the proposed right-of-way), the materials would be treated or removed in accordance with all applicable regulations. Where possible, the responsibility for clean-up costs would be established before acquiring such land for highway right-of-way.

Historic Resources: During the initial investigations for this project, there were two properties adjacent to the highway that were eligible for inclusion on the National Register of Historic Places. The Hamming farmstead and the Yost farmstead.

Since that time the buildings on the Yost site have been removed. Without the buildings this property is no longer a historic site.

The Hamming farmstead is on the west side of Eagle Road, halfway between McMillan Road and Chinden Boulevard. Figure 3 shows the location of this property.

No right-of-way is to be acquired from the Hamming property, and no physical damage would result from the project. Although the proposed roadway would be wider than the existing one, the source of traffic noise and fumes would be farther from the historic buildings than under current or No Action conditions.

In May 1990, the documentation for a Section 106 "Determination of Effect" was submitted to the State Historic Preservation Office. The reply confirms that the project would have no effect on the historic Hamming property (see Appendix B).

Water Supply: Several diversion ditches and lateral canals for irrigation cross Eagle Road within the project termini. A new culvert would be placed at the crossing of the Thurman Mill Drain, north of Chinden Boulevard. The existing structure is a 48-inch diameter pipe 70 feet long. Its replacement would be a concrete box culvert, slightly broader than the existing pipe and 200 feet long. The additional length is due to the highway fill in that area. Work affecting this and other irrigation facilities would be accomplished when irrigation water is not in use.

Wetlands: Wetlands are present in small patches or strips along some ditches and waterways in the project area. The most evident sites are an irrigation canal (about 1/3 mile south of McMillan Road) and South Slough, a channelized stream about 1/3 mile south of Ustick Road. The project would remove or disturb up to 0.1 acre of wetland vegetation along the canal banks, and about 0.02 acre of wetland grasses and herbaceous plants lining South Slough.

The canal delivers water for Settlers Irrigation District. Its only flow is the irrigation water directed into it. Since the associated wetlands are supported by a confined and controlled source of water, a Section 404 fill permit is not needed. Impacts would be kept to a minimum, in accordance with Federal Highway Administration policy on wetlands. Appropriate measures to restore or replace damaged wetlands would be implemented as required. South Slough is a perennial stream under jurisdiction of the U.S. Army Corps of Engineers. A "nationwide" Section 404 permit would be required for construction of a "minor road crossing" at this site. No mitigation is necessary. Ditch wetlands destroyed by the project would be replicated in the new roadside ditches, which

would provide suitable conditions for the natural reestablishment of wetland plants.

Utilities: As with most construction projects, public services such as telephone, water, and power may be interrupted due to excavation. Such disruptions are temporary and would be held to a minimum through prudent construction techniques.

Recreation: Certain locations along the Thurman Mill Drain are popular local fishing spots. Construction of the new channel crossing may temporarily disrupt fishing, but no long-range impacts would result. The wide roadside shoulders the length of the project would greatly improve conditions for pedestrians and bicyclists.

Other recreational use of the project area is associated with Lowell Scott Middle School. The schoolyard contains a track, jump pits, a baseball diamond, tennis courts, and a large expanse of grass. Because the tennis courts are often used by the general public as well as for school activities, they are considered a locally-important recreational resource and qualify as "4(f) property". The project would not affect any of the tennis courts nor alter the use or safety of any recreation facilities on the school grounds. The runners' track north of the tennis courts would be at least fifty feet from the new highway.

Aesthetics: The new roadway would be approximately 1.5 feet above ground line throughout the project. The most noticeable amount of earthwork would occur as the highway descends off the bench north of Chinden Boulevard. In this area, the new roadway would be on a large fill. The fill would be about 17 feet above the existing highway at the deepest point and would be back to the existing grade about 3000 feet north of Chinden. Effects on local aesthetic values would be minimized by blending the fill material into the existing terrain, where feasible, and by establishing vegetation on the new slopes.

Noise: The noise analysis for this project concluded that noise levels for the design year--20 years after project completion--would exceed the federal noise abatement criteria at five residences remaining after project completion. The predicted increase in noise levels would result in minor impacts. No mitigation is proposed. For further details, please see the "Analysis of Noise Impacts" in Appendix A.

Air Quality: This project is within an air quality "nonattainment" area that has transportation control measures in the State Implementation Plan (SIP) approved by the Environmental Protection Agency on October 23, 1980. The Federal Highway Administration has determined that the current transportation plan and the transportation improvement program both conform to the SIP, and that this project is included in the transportation improvement program for the Northern Ada County (Idaho 3C) planning area.

Therefore, pursuant to the federal air quality regulation 23 CFR 770, this project conforms to the SIP.

Results of the air analysis for this project indicate that carbon monoxide (CO) concentrations would not exceed federal standards in the design year (2012) with or without project implementation. The highest predicted CO concentration was 4.6 parts per million, at the corner of Eagle Road and Chinden. This is well within the Environmental Protection Agency standard of 35 parts per million for a one-hour average CO concentration.

COMMENTS AND COORDINATION

In January 1986, comments about the project were requested from state and federal agencies. Of the seven agencies responding, none objected to the proposal. Copies of the letters received are included in Appendix B.

On September 29, 1987 a public information meeting was held to discuss this project. Approximately 40 people attended. Idaho Transportation Department presented a description of the project alternatives, then allowed time for questions from the audience. Several individuals had questions relating to specific design alternatives or the schedule for project development. There was not opposition to the project in general.

The U.S. Fish and Wildlife Service, the U.S. Soil Conservation Service, the State Historic Preservation Office, and Meridian School District were contacted for information during preparation of this environmental assessment.

APPENDIX A

TECHNICAL DATA



PRELIMINARY ENVIRONMENTAL EVALUATION

DATE 8-25-88

PROJECT NAME EAGLE ROAD- FAIRVIEW TO CHINDEN ROUTE NUMBER SH-55

PROJECT NUMBER FG-3271(57) KEY NUMBER 2793 CITY/COUNTY ADA COUNTY

PROJECT LENGTH 3.722 MILES CONSTRUCTION YEAR 1995 (?) COST ESTIMATE 4,780,000

EXISTING ROADWAY TYPICAL SECTION TWO 10 FOOT LANES, VARIABLE SHOULDERS

EXISTING RW WIDTH 44 TO 50 FEET ADJACENT ZONING / LAND USE AGRICULTURAL/RESIDENTIAL

CURRENT ADT, DHV, % TRUCK, POSTED SPEED 6400 10.8% 5.9% 45 MPH

DISTANCE OF NEAREST DWELLING OR BUSINESS FROM CENTERLINE (CURRENT) 50 FEET

PROPOSED ROADWAY TYPICAL SECTION TWO 12' AND TWO 13' TRAVEL LANES, 14' CENTER TURN LANE
TWO 8' SHOULDERS,
 PROPOSED RW WIDTH 140 FEET 2 ACRES / S OF NEW RW PUBLIC 2 PRIVATE 38

EXISTING USE AND SIGNIFICANCE OF RW TO BE ACQUIRED FARMLAND, RESIDENTIAL, SCHOOL PROPERTY

PROJECTED ADT, DHV, % TRUCK, POSTED SPEED (YEAR) (2012) 23,480 10.8% 5.9% 45 MPH

DISTANCE OF NEAREST DWELLING OR BUSINESS FROM CENTERLINE (PROPOSED) 65 FEET

NUMBER AND TYPE OF DISPLACEMENTS 7 RESIDENTIAL UNITS, SOME OUTBUILDINGS

AVAILABILITY OF REPLACEMENT HOUSING REPLACEMENT HOUSING IS AVAILABLE

DOES THE PROJECT INVOLVE ANY OF THE FOLLOWING: (IF YES DESCRIBE ON ATTACHED SHEET)

	YES	NO	YES	NO
1. Located on Indian Reservation*				
2. Change in Access Control		X		X
3. Significant Earth Work		X		X
4. Change in Traffic Patterns or Service		X		X
5. Loss of Parking		X		X
6. Cultural Sites**		X		X
7. Recreation Areas**		X		X
8. Prime or Unique Farmland*		X		X
9. Permits Required*		X		X
10. Inconsistent w/Local or State Planning		X		X
11. Wildlife Refuge**		X		X
12. Threatened or Endangered Species**		X		X
			13. Wetlands**	X
			14. Wild or Scenic Rivers**	X
			15. Stream Encroachment*	X
			16. Stream Channel Change*	X
			17. Base Flood Plain Encroachment**	X
			18. Provision for Pedestrians/Bicycles	X
			19. Regulatory Floodway**	X
			20. LID Funding	X
			21. Minorities	X
			22. Sole Source Aquifer	X
			23. Inconsistent with Air Quality Plan	X
			24. Water Quality Impact	X

* If yes to these items, a letter of input is required from the appropriate agency.
 ** If yes to these items, additional reports or documentation is required.

PROJECT ARCHEOLOGICAL CLEARANCE: NOT APPLICABLE APPROVAL DATE 08/08/88

MATERIAL SOURCE REQUIRES ARCHEOLOGICAL CLEARANCE YES NO

INCLUDE A PROJECT MAP, INPUT LETTERS, AND PHOTO'S OR DRAWINGS

DO NOT SUBMIT ITD-654 UNTIL ALL ITEMS ARE COMPLETE (COMPLETE REVERSE SIDE)

* As of March 1991, proposal is for four 12-foot travel lanes

1. DESCRIBE THE PROJECT

SEE ATTACHED DESCRIPTION

2. DESCRIBE THE NEED FOR THE PROJECT
SEE ATTACHED EXPLANATION

3. DESCRIBE MITIGATION MEASURES TO BE COORDINATED WITH PROJECT DESIGN
SEE ATTACHED LIST

4. CONDUCT A SITE REVIEW TO VERIFY INFORMATION ON ITD-654

Reviewed by DENNIS CLARK Date 8-1-88

5. IT IS RECOMMENDED THAT:

- A. The project does not individually or cumulatively have a significant adverse effect on the human environment. (Categorical Exclusion)
- B. There is insufficient information to support A above, or no precedent exists. (Environmental Assessment)
- C. The project will result in a significant effect on the human environment. (Environmental Impact Statement)

PREPARED BY DENNIS CLARK Date 8-19-88

REVIEWED AND CONCURRED IN BY Dennis Clark Date 10/10/88
 Headquarter's Design

DESCRIPTION OF THE PROJECT

This project proposes improvement of Eagle Road between Fairview Avenue and Chinden Boulevard. Construction would begin at the Eagle and Fairview intersection and would end approximately 3500 feet north of Chinden.

The existing highway has two ten foot lanes with a variable shoulder. The proposed highway would consist of two twelve foot and two thirteen foot travel lanes, a fourteen foot two-way turn lane and two eight foot shoulders. This proposed typical roadway section would be constructed within a 140 foot right of way.

In order to reduce the property required from the Lowell Scott Middle School a curb and gutter section would be used along the school property. The northbound half of the highway in this area would consist of the turn lane, a twelve foot and a thirteen foot travel lane, the curb and gutter and a six foot sidewalk. A five foot easement would be acquired behind the sidewalk. The right of way width for this section would be 110 feet. Another short section of roadway with curb, gutter and sidewalk on both sides would be constructed beginning at the intersection of Chinden and Eagle and extend north from Chinden approximately 1000 feet.

Traffic signals would be installed at the intersections of Eagle Road with Ustick and McMillian Roads. The signal at Eagle Road and Chinden would be updated.

NEED FOR THE PROJECT

This project is needed to improve Eagle Road to the standards necessary to accommodate the increased traffic that has been generated by the growth in western Ada County and the increase in traffic volume that will occur as a result of construction of the new interchange at I-84. The construction of the interchange at I-84 and Eagle Road, and the improvement of Eagle Road between I-84 and Fairview is programmed for FY'89.

Eagle Road (State Highway 55) is classified as a principal arterial through this area. This road historically has served Ada County residents. With the construction of the Eagle Road Interchange the use would increase as it would serve as a major north-south link between the interstate, Overland Road, Fairview, Chinden and SH-44.

The average daily traffic on Eagle Road in the project area is currently 6400 vehicles. Traffic volumes for the same section are expected to reach 23,480 vehicles daily in 2012.

During the three year period of 1985 through 1987 there were 94 accidents on this section of highway. These 94 accidents resulted in 42 injuries and 1 fatality. Most of the accidents occurred at the intersections or were off-ramp or rear-end type accidents. The additional signals and the roadway widening proposed with this project would improve safety on the route.

ATTACHMENT (cont'd) PRELIMINARY ENVIRONMENTAL EVALUATION FORM

EAGLE ROAD: FAIRVIEW TO CHINDEN

PROPOSED MITIGATION MEASURES

1. Impacts of right-of-way acquisition would be mitigated through monetary compensation and relocation assistance for eligible residents and property owners, in accordance with applicable state and federal laws.
2. Impacts on 4(f) resources (public recreation facilities) at Lowell Scott Middle School would be minimized by using a curb and sidewalk along the school property, instead of the typical shoulder and side-slope construction, to reduce the amount of right-of-way required. The removal of a tennis court would be mitigated through a payment to the school district so that the court can be replaced elsewhere on the school grounds in an area not currently being used for recreational purposes.

PROJECT INVOLVEMENTS

6. Cultural Sites: Two farmsteads that may be eligible for protection as historic properties are located adjacent to the existing highway in the project area.
7. Recreation Areas: Right-of-way acquisition for the project would require removal of a tennis court at Lowell Scott Middle School. (SEE DISCUSSION PAGE 7.)
8. Prime or Unique Farmland: The project is bordered by prime farmland, some of which would have to be acquired as right-of-way for the proposed construction.
18. Provision for Pedestrians/Bicyclists: The wide shoulders on the new roadway would accommodate bicycle traffic.

* As of March 1991, proposal is for four 12-foot travel lanes.

**As of March 1991, proposal is for two 12-foot lanes northbound.

**HAZARDOUS WASTES/MATERIALS (HW/M)
PRELIMINARY SITE ASSESSMENT CHECKLIST**

PROJECT NAME EAGLE ROAD: FAIRVIEW AVENUE to CHINDEN BOULEVARD

PROJECT # F-FR-3271 (37) DISTRICT 3

PROJECT FEATURE INITIATING PRELIMINARY HAZARDOUS MATERIALS SITE ASSESSMENT:

- NEW R/W
 EXCAVATION
 RAILROAD INVOLVEMENT
 STRUCTURE DEMOLITION/MODIFICATION
 SUBSURFACE UTILITY RELOCATION
 OTHER, LIST: _____

CONTACT EPA & THE IDAHO HAZARDOUS MATERIALS BUREAU, DIVISION OF ENVIRONMENTAL QUALITY TO SEE IF ANY KNOWN HAZARDOUS WASTE SITE IS IN OR NEAR THE PROJECT AREA.

- RESULTS NEGATIVE
 RESULTS POSITIVE, LIST: _____

ADDITIONAL ASSESSMENT TECHNIQUES EMPLOYED:

- AERIAL PHOTOS (current & past)
 TITLES & DEEDS/ASSESSORS RECORDS
 INTERVIEWS (current landowners, local residents, etc.)
 WINDSHIELD SURVEY
 FIELD INSPECTION
 OTHER, LIST: _____

LIST & COMMENT ON ANY SUSPECT LAND USES/OPERATIONS IDENTIFIED (Examples on back of this form): (IF NONE - CHECK HERE) ATTACH SITE LOCATION MAP & ADDITIONAL SHEETS AS NEEDED TO PROVIDE ALL INFORMATION AVAILABLE PERTINENT TO THE PROPOSED PROJECT.

Melvin Schrammeck of 2590 Eagle Road stores and sells large metal barrels on his property. In a telephone interview on June 22, 1990 he said that almost all of the barrels were obtained (empty and clean) from Meadow Gold Dairy, and originally contained orange juice. A few of the barrels are oil barrels but Mr. Schrammeck does not clean or dump these--he just sells them "as is". He says he used to sell some barrels that had contained weed killer, but discontinued that several years ago.
Soil staining and abnormal plant growth were not evident in the area between the highway and the barrel storage area (as viewed from the fence-line 6/22/90). An area of light-colored bare soil is present near some of the barrels, which are about 50 feet from the fence-line. In general, the operation appears neat and orderly.

HW/M CONCLUSION: (EG., NO EVIDENCE OR LOW PROBABILITY OF ENCOUNTERING HW/M; WARRANTS MORE DETAILED ASSESSMENT/SAMPLING/TESTING; EVIDENCE OF PROBABLE HW/M, SITE(S) WILL BE AVOIDED WITH OUT FURTHER ANALYSIS - PROJECT APPROVED TO ADVANCE; ETC.)

No reason to suspect contamination in the proposed right-of-way.

HW/M CONDUCTED BY: Pat Rogers-Rochna, Dist.3 Environ. Planner DATE: June 22, 1990

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Returned Dec. 13, 1989			
Name Of Project EAGLE ROAD-FAIRVIEW TO CHINDEN-F-FR-3271(37)		Federal Agency Involved FEDERAL HIGHWAY ADMINISTRATION			
Proposed Land Use HIGHWAY RIGHT-OF-WAY		County And State ADA COUNTY IDAHO			
PART II (To be completed by SCS)		Date Request Received By SCS			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s) Corn - Small Grain - Alfalfa	Farmable Land In Govt. Jurisdiction Acres: 390,751 % 69.2	Amount Of Farmland As Defined in FPPA Acres: 350,951 % 62			
Name Of Land Evaluation System Used LESA	Name Of Local Site Assessment System none	Date Land Evaluation Returned By SCS 1-10-90			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly (of prime farmland)		26.7			
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site (area of proposed new R/W)		33.7			
PART IV (To be completed by SCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		26.7			
B. Total Acres Statewide And Local Important Farmland		0			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.007			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		18.9			
PART V (To be completed by SCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		92.0			
PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use	15	11			
2. Perimeter In Nonurban Use	10	8			
3. Percent Of Site Being Farmed	20	13			
4. Protection Provided By State And Local Government	20	15			
5. Distance From Urban Builtup Area	0	0			
6. Distance To Urban Support Services	0	0			
7. Size Of Present Farm Unit Compared To Average	10	1			
8. Creation Of Nonfarmable Farmland	25	0			
9. Availability Of Farm Support Services	5	5			
10. On-Farm Investments	20	5			
11. Effects Of Conversion On Farm Support Services	25	0			
12. Compatibility With Existing Agricultural Use	10	5			
TOTAL SITE ASSESSMENT POINTS	160	63			
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	92		
Total Site Assessment (From Part VI above or a local site assessment)		160	63		
TOTAL POINTS (Total of above 2 lines)		260	155		
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Reason For Selection:					

STATE OF IDAHO
TRANSPORTATION DEPARTMENT

Intra-Department
Correspondence

DATE: DECEMBER 8, 1988

PROJECT No: FG-3271(37)
KEY No: 2793
EAGLE RD, FAIRVIEW TO CHINDEN
ADA COUNTY

TO: DISTRICT 3 ENGINEER

J. Gaston

FROM: JEANETTE GASTON, HIGHWAY ARCHEOLOGIST
ENVIRONMENTAL UNIT, ROADWAY DESIGN

SUBJECT: ARCHEOLOGICAL RECONNAISSANCE REPORT

The Archeological Reconnaissance Report has been completed for the above-captioned project. No further archeological investigations are necessary.

DH - 1500

ARCHAEOLOGICAL RECONNAISSANCE REPORT



Project FG-3271(37) Local Name Eagle Road, Fairview to Chinden District 03 County Ada
Authority P863380 Investigating Archaeologists J. Gaston, N. Petersen, L. Johnson Date(s) _____

RIGHT-OF-WAY	(Complete one only)	AGGREGATE OR BORROW SOURCES
Project Length: MP <u>13.075</u> to MP <u>16.802</u> Miles _____		Type of Source: Aggregate Quarry _____ Aggregate Pit _____ Borrow Source _____
Description of work: <u>Highway widening as illustrated in attached.</u>		Source Designation _____
Priority <u>1</u>		Legal Description _____

Archeological sites found:

LOCATION	DESCRIPTION

Remarks and Recommendations:

See Field Notes pp: 3d 73,74

Although no archeological sites were located, National Register eligible historic properties are within the project area. Further investigations will be necessary in conjunction with the Historical Society.

Potential for archeological sites:
High _____ Medium _____ Low X

Archeological clearance:
All X None _____ Partial _____

Signature J. Gaston Date 12-8-88

AUGUST 10, 1988

ANALYSIS OF NOISE IMPACTS

SH 55/EAGLE ROAD (Fairview to River), ADA Co., IDAHO
PROJECT F-FG-3271(37)

STAMINA 2.0 NOISE ANALYSIS:

The project area is principally within the jurisdiction of Ada County, Idaho; although a rural subdivision annexed by the City of Eagle lies adjacent to the project, on the west side of the highway, between Chinden (US 20/26) and "the bench" overlooking the Boise River floodplain. County Lands adjacent to the proposed highway project have been zoned 'AP1' by the County for agricultural preservation, except for two 'C2' spot zones designated for highway commercial activities. Current land uses include a public school in addition to agricultural, residential and commercial activities. A total of 37 receptors located in proximity to the project alignment were analyzed, in addition to transects along the route alignment at four representative locations.

Results of the noise analysis indicate that, of the 37 receptors in proximity to the proposed action, twelve existing residences would experience noise in excess of Federal Highway Administration (FHWA) noise abatement criteria by the year 2012 with project implementation. However, seven of the residential receptors are located within the proposed right-of-way and will be displaced during project implementation. Thus, five residential receptors will exceed FHWA noise abatement criteria by the year 2012 with the proposed project.

The residential receptor in the project area with the highest projected noise level is located 90' from the proposed centerline (20' from right-of-way) East of station 153+00, between Fairview Avenue and Ustick Road. This receptor currently (1988) registers at Leq 62.4 decibels (dBA) and is projected to increase 6.1 dBA by the year 2012 to Leq 68.5 dBA, with or without project implementation. FHWA noise abatement criteria is Leq 67.0 dBA for residential units and Leq 72.0 dBA for commercial receptors. Figure 1 indicates that a 6.1 dBA increase, at the noise levels noted above, is a minor noise impact.

Similar minor noise impacts are anticipated at two other rural residences (one located 100' east of centerline and the other 100' west of centerline) in the vicinity of station 153+00. Two lesser impacts involving a 2.6 and a 3.1 dBA increase over current levels are projected near station 200+00 (between Ustick and McMillan) and station 263+00 (between McMillan and Chinden). Year 2012 Stamina 2.0 noise readings at these two receptors (located 110' and 100' west of the proposed centerline, respectively) are projected at Leq 67.2 dBA.

Table 1 depicts projected noise levels at transect points located 0', 30' (typical setback in an AP1 zone), 50' and 100' from typical right-of-way (R/W) along the proposed alignment, as well as 1988 noise levels at these same distances from current R/W for comparative purposes. The dBA increase over existing noise levels is considered a minor impact; and although design year noise level projections fall slightly above FHWA noise level abatement criteria at six receptors, these levels are equal to or less than estimated levels at these same receptors without project implementation. Table 1 indicates that proposed increases in R/W substantially mitigate the impacts of noise on adjacent property owners resulting from projected increases in project area traffic by the year 2012. In fact, at the R/W line noise levels are projected to be less in 2012 than current 1988 levels.

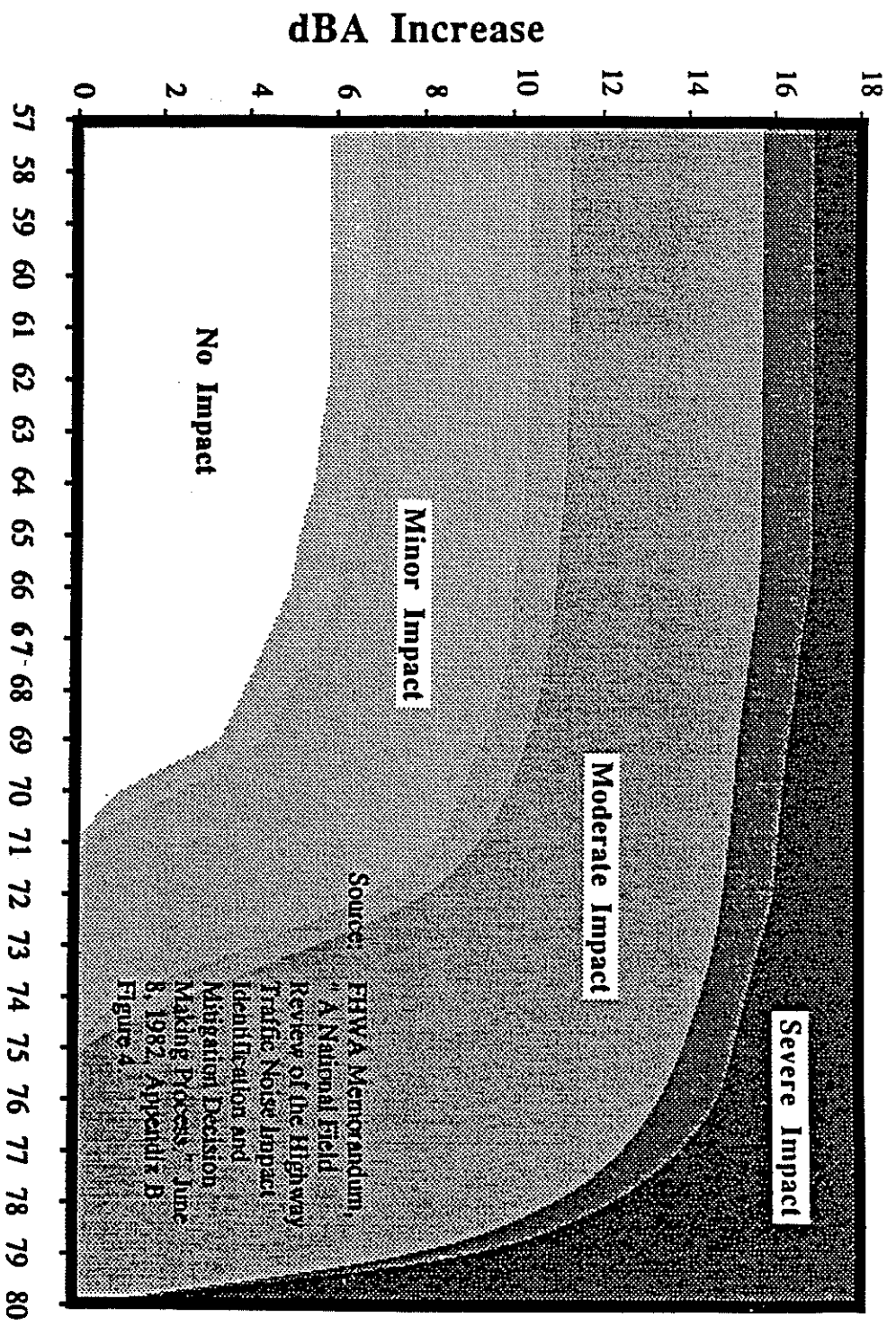
Table 1 - Projected Leq Noise Levels (dBA)

Transect Pt. & Location of R/W -	1988	1992	2012
0' of R/W -			
FAIRVIEW to USTICK	70.5	68.8	70.1
USTICK to McMILLAN	70.5	68.8	70.1
McMILLAN to CHINDEN	70.5	68.5	69.5
CHINDEN to RIVER	70.9	67.9	69.8
30' of R/W -			
FAIRVIEW to USTICK	65.7	66.5	67.8
USTICK to McMILLAN	65.7	66.5	67.8
McMILLAN to CHINDEN	65.7	66.2	67.2
CHINDEN to RIVER	66.1	65.6	67.5
50' of R/W -			
FAIRVIEW to USTICK	63.6	65.3	66.6
USTICK to McMILLAN	63.6	65.3	66.6
McMILLAN to CHINDEN	63.6	65.0	66.0
CHINDEN to RIVER	64.1	64.4	66.3
100' of R/W -			
FAIRVIEW to USTICK	60.3	63.0	64.3
USTICK to McMILLAN	60.3	63.0	64.3
McMILLAN to CHINDEN	60.3	62.7	63.7
CHINDEN to RIVER	60.7	62.1	64.0

In addition to increased R/W which serves as a buffer zone, other actions which serve as noise abatement measures on this project include alignment alteration, displacements and maintaining a 45 mph speed limit along the route even though the design speed will be greater. Another noise abatement measure which is recommended for consideration by the County is to increase the minimum setback for any future residential development along this route to 50' from R/W. Noise barriers along the R/W are not recommended, because openings required for access to adjacent properties would render them ineffective.

Traffic volumes used in this analysis were provided by the Management Services Section of the Idaho Transportation Department. All traffic volumes are included as an appendix to this report. Travel speed was estimated at 45 mph, as currently posted and projected. This report has been prepared in accordance with 23 CFR Part 772.

FIGURE 1



Predicted Noise Level (dBA)
Sixty Seven dBA Leq(h) is the exterior "Abatement Criteria" level for Activity Category "B" which includes residences, parks, schools, churches, libraries, hospitals, etc.
(FHPM 7-7-3 9/9/82)

Noise Impacts

APPENDIX B

COMMENTS AND CORRESPONDENCE

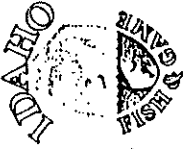
NOTE: Some of the following letters refer to more than one project. Where this occurs, the passages that pertain specifically to the Fairview - Chinden project have been outlined to avoid confusion.



IDAHO DEPARTMENT OF PARKS & RECREATION

John V. Evans, Governor

Robert L. Meinen, Director



January 21, 1986

Idaho Transportation Department
Division of Highways, Dist. III
P.O. Box 8028
Boise, ID 83707
ATTN: Dennis Clark

RE: Improvements to Eagle Road
FG-3271(37), F-3271(38), and
F-FR-3271 (33)

Dear Dennis:

The following comments are provided in response to your letter dated January 9, 1986 referencing the above projects.

I have enclosed this department's comments in regards to the Alternative Site Locations, Boise Interchanges Study, prepared by Henningson, Burnam and Richardson in 1981. Eagle Island State Park has now been open for two years. Vehicle trips/day, at peak-use, has approached the figures outlined in the comments.

Consideration should be given to recreational trails, especially the Chinden to the City of Eagle section. Bikeways should be designed to bikepath/class 1 standards in the Ada County Bicycle-Pedestrian Design Manual. Equestrian use in the Eagle area is a popular recreational activity. I would recommend that a special effort be made to contact this group and address their needs.

Signs should be placed at all major intersections, including the I-84/Eagle Road interchange providing direction and distances to Eagle Island State Park. If you have any questions or require additional information, please call me. My number is 334-3840.

Sincerely,

John Crowe
Park & Recreation Planner III

JC/1607E

RECEIVED

JAN 23 1986

DIST. NO. 3

DIVISION OF HIGHWAYS

Statehouse Mail, Boise, Idaho 83720 • (206) 334-2154 • (Street Address) 2177 Warm Springs Avenue

January 20, 1986

Mr. Dennis Clark
District Environmental Manager
Idaho Department of Transportation
P.O. Box 8028
Boise, ID 83707

Re: Improvements to Eagle Road
Projects: FG-3271(37), F-3271(38), and F-FR-3271(33)

Dear Mr. Clark:

Idaho Department of Fish and Game personnel have reviewed the materials provided for the above mentioned projects, and offer the following comments.

1. No objection to widening Eagle Road from Fairview to Chinden.

2. Widening from Chinden to Eagle should be accomplished with no disturbance to riparian habitat on and adjacent to Eagle Island and with single span bridges across the Boise River. Maintain sportsman access sites on both the north and south sides of the Boise River.

3. The SH-44 relocation will result in permanent loss of wildlife habitat, specifically in upland game cover and any of the proposed routes will expose the sensitive habitat along the river to increased human disturbance.

Of the four alternative routes proposed, the least damaging is E-B-C.

Thank you for the opportunity to comment.

Sincerely,

Stacy Gebhardt
Regional Supervisor
Region 3/Boise

EQUAL OPPORTUNITY EMPLOYER

SG:AO:1

cc: Program Coordination



January 24, 1986

Mr. Dennis Clark
State of Idaho, Transportation Department
Division of Highways, District 3
P.O. Box 8028
Boise, Idaho 83707

RE: Improvements to Eagle Road
Projects: FG-3271(37), F-3271(38),
and F-FR-3271(33)

Dear Sir:

The proposed projects will, depending on which Eagle bypass route is used, transverse approximately 22,500 linear feet to 26,500 linear feet of prime farmland as defined in the Federal Register. The definition is as follows:

REF: Federal Register, Public Law 97-98 - Dec. 22, 1981

Subtitle I - Farmland Protection Policy Act; Sec. 1540; paragraph c1A
(A) prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor, and without intolerable soil erosion, as determined by the Secretary. Prime farmland includes land that possesses the above characteristics, but is being used currently to produce livestock and timber. It does not include land already in or committed to urban development or water storage;

The linear feet measured do not take into consideration any land already committed to urban development or existing houses. A more detailed study on a larger scale would need to be done considering these factors and the width of right of way through these lands.

The soils affected and their approximate linear feet are listed according to the project as follows on the next page.

There are several diversion ditches and laterals carrying water for irrigation systems transecting Highway 69 via culverts and on the proposed Highway 44 Eagle Bypass. Special care should be given to maintain these conduits because without the irrigation water the landowners would suffer a markedly economic hardship and the environmental resources of the prime and other farmlands would be severely diminished.

The portion of the proposed project laying north from approximately ¼ mile north of the Chinden-Eagle Road interchange is located in the Boise River flood plain. Great care must be taken not to decrease the natural flood-control capacity of these land areas, create the need for expensive man-made flood-control measures, and endanger both lives and property. The Army Corps of Engineers should be contacted for possible permits on this area and the areas of bridging the Boise River.

The project, again north of Chinden, will pass through and/or next to several identified wetlands, (see attached map and legend), as per the National Wetland Inventory. In accordance with the National Environmental Policy Act (NEPA) these lands should be retained and not irreversibly converted to other uses unless other national interests override the importance of preservation or otherwise outweigh the environmental benefits derived from their protection.

It is also advocated that the protection of valuable wetlands, threatened and endangered animal and plant species and their habitats, designated ecosystems, and riparian woodland areas be provided whenever possible.

For these reasons the most favorable route of bypass around Eagle would be the most northerly route, staying as far from the wetlands as possible.

The only identified endangered species in the proposed area is that of the Bald Eagle. Here the Bald Eagle is a winter visitor and should not be impacted with the proposed project.

Either of the Eagle bypass options bisect the Oregon Trail in at least two sites. The Soil Conservation Service recognizes that significant historical, archeological, and architectural resources are an important part of our national heritage. The protection of which requires careful consideration in this agency's planning and implementation process. Therefore, it is recommended that you contact the State Historic preservation officer (SHPO) for investigation during the planning process.

If you have any questions or need further assistance let me know.

Sincerely,

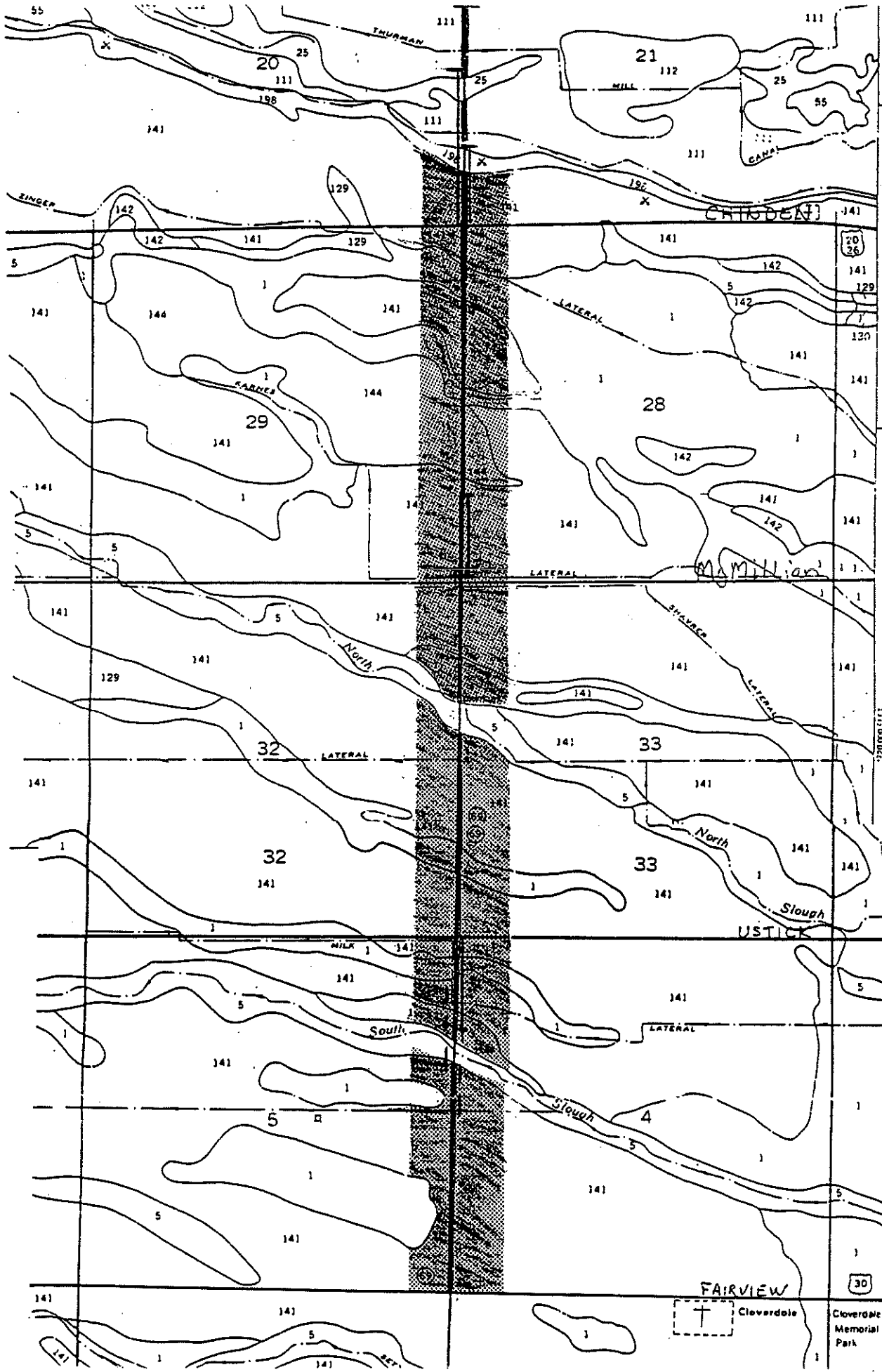
William O. Moore

William O. Moore
District Conservationist

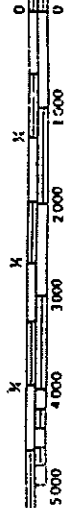
Enclosures: 1. Wetland Map
2. Prime Farmland Map

PROJECT	MAP SYMBOL	APPROXIMATE DISTANCE IN LINEAR FEET	MAP UNIT NAME
Eagle Road from Fairview to Chinden	* 1	2570	Abo Silt Loam
	5	810	Aeric Haplaquepts, nearly level
	*141	11,350	Purdam Silt Loam, 0-2% slopes
	*144	1110	Purdam-Power Silt Loam, 0-2% slopes
Eagle Road from Chinden to Eagle	* 8	450	Bissel Loam, 0-2% slopes
	25	750	Chance Fine Sandy Loam
	*111	8250	Moulton Fine Sandy Loam
	112	850	Notus Soils
	*141	800	Purdam Silt Loam, 0-2% slopes
	198	350	Xerollic Haplargids, very steep
Eagle Hiway 44 Bypass option A-B-C	* 8	2800	Bissel Loam, 0-2% slopes
	25	300	Chance Fine Sandy Loam
	* 55	1900	Falk Fine Sandy Loam
	*111	5300	Moulton Fine Sandy Loam
	112	1800	Notus Soils
Eagle Hiway 44 Bypass option A-B-D	* 8	2800	Bissel Loam, 0-2% slopes
	25	1700	Chance Fine Sandy Loam
	* 55	1600	Falk Fine Sandy Loam
	*111	4800	Moulton Fine Sandy Loam
	112	1800	Notus Soils
Eagle Hiway 44 Bypass option E-B-C	* 8	2100	Bissel Loam, 0-2% slopes
	25	300	Chance Fine Sandy Loam
	* 55	1900	Falk Fine Sandy Loam
	*111	2700	Moulton Fine Sandy Loam
	112	1800	Notus Soils
Eagle Hiway 44 Bypass option E-B-D	* 8	2100	Bissel Loam, 0-2% slopes
	25	1700	Chance Fine Sandy Loam
	* 55	1600	Falk Fine Sandy Loam
	*111	2200	Moulton Fine Sandy Loam
	112	1800	Notus Soils

* PRIME FARMLAND SOILS



(Joins sheet 147)



T. 3 N. T. 4 N.

15000 FEET

State of Idaho
DEPARTMENT OF WATER RESOURCES
WESTERN REGION, 450 W. State Street, Boise, Idaho

IDAHO STATE HISTORICAL SOCIETY
610 NORTH JULIA DAVIS DRIVE BOISE, 83702



JOHN V. EVANS
Governor
A. KENNETH DUNN
Director

Mailing address:
Statehouse
Boise, Idaho 83720
(208) 334-2190

February 4, 1986

Dennis Clark
Transportation Dept.
Div. of Highways, Dist. 3
P.O. Box 8028
Boise, ID 83707

RE: Eagle Road Improvements
FG-3271(37), F-3271(38),
and F-FR-3271(33)

Dear Mr. Clark:

Initial review of these proposals determined that a stream alteration permit for a new crossing of Dry Creek would involve this agency and that Flood Control District No. 10 favored alternative A-B-D which could provide additional flood protection for the city south of Highway 44.

No serious environmental impacts would result from any of the proposals nor does the Department of Water Resources object to the proposals.

Yours truly,

Ervin E. Ballou
ERVIN E. BALLOU
Stream Channel Protection Spec.

EEB:nn

RECEIVED

FEB - 5 1986
DIST. NO. 3
DIVISION OF HIGHWAYS

February 3, 1986

Mr. Dennis Clark
District Environmental Manager
Idaho Transportation Department
Division of Highways, District 3
P.O. Box 8028
Boise, Idaho 83707

Dear Mr. Clark:

Thank you for informing our office of the improvements being planned to Eagle Road (FG-3271(37), F-3271(38), and F-FR-3271(33)).

Since a portion of the Oregon Trail passes in the vicinity of the by-pass alternatives, we suggest that you contact Jeanette Gaston, State Highway Archeologist, in order that she conduct a cultural resource survey of the impact area. She should also investigate the routes which are to be widened. This will ensure that cultural resources are not inadvertently disturbed or destroyed during construction of these proposals.

We will look forward to receiving a report of her survey findings.

Sincerely,

Thomas J. Green
Thomas J. Green
State Archeologist
State Historic Preservation Office

TJG/bnd

cc: Jeanette Gaston, ITD

RECEIVED

FEB - 4 1986
DIST. NO. 3
DIVISION OF HIGHWAYS



DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BUILDING 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

REPLY TO
ATTENTION OF:

February 27, 1986

Operations, Construction,
and Readiness Division

Mr. Dennis Clark
Idaho Transportation Department
Division of Highways, District 3
Post Office Box 8028
Boise, Idaho 83707

Dear Mr. Clark:

This is in regard to your letter of January 9, 1986 to Mr. John Olson, of this office, requesting comments on proposed improvements to Eagle Road (~~FS-3271(37)~~ F-3271(38)), and F-FR-3271(33) near Eagle, Ada County, Idaho.

Eagle Road from Fairview to Chinden (SW $\frac{1}{4}$ Sec. 4, T.3N., R.1E., to SE $\frac{1}{4}$ Sec. 20, T.4N., R.1E.) does not cross or border on any waters of the United States. Therefore, the proposed widening of this portion of Eagle Road will not require a Department of the Army permit.

Eagle Road from Chinden to the City of Eagle (SE $\frac{1}{4}$ Sec. 20, to SE $\frac{1}{4}$ Sec. 8, T.4N., R.1E.) crosses the Boise River and its adjacent wetlands. The discharge, either permanent or temporary, of dredged or fill material into the river or wetlands will require a Department of the Army permit. This permit may be in the form of a nationwide or individual permit depending on the magnitude of any fills.

The proposed SH-44 Eagle By-pass (Secs. 7, 8, 15, 16, and 17, T.4N., R.1E.) identifies four alternative alignments. From a cursory review, it appears that only section A-B, which crosses Dry Creek may require a Department of the Army permit. Therefore, section E-B would likely be favored over section A-B since that route does not appear to have an apparent impact on the aquatic environment. However, information is not available at this time to allow us to consider other factors which might affect a permit decision.

Evaluation of projects which require Department of the Army permits should include consideration of both site and design alternatives which would have the least adverse impacts on the aquatic environment. Therefore, your design of the proposed project should include consideration of all means to mitigate (i.e. avoid, minimize, replace) losses to the aquatic environment. It is recommended that your application for a Department of the Army permit be submitted as early as possible. This will allow the Corps of Engineers to make a timely decision on the proposed projects.

If you should have any questions regarding this matter, please contact Mr. Jim Fellows at the Walla Walla District or Mr. John Olson at our Boise Field Office at (509) 522-6724 or (208) 343-0671, respectively.

Sincerely,

Paul F. Winborg
Paul F. Winborg

Chief, Operations, Construction



United States Department of the Interior

FISH AND WILDLIFE SERVICE
BOISE FIELD OFFICE
4696 Overland Road, Room 576
Boise, Idaho 83705

ATTACHMENT A

October 7, 1987

LISTED AND PROPOSED ENDANGERED AND THREATENED
SPECIES, AND CANDIDATE SPECIES THAT MAY OCCUR
WITHIN THE EAGLE ROAD AREA
IN ADA COUNTY, IDAHO
1-4-87-SP-400

J. R. Dick, P.E.
District Engineer
Transportation Department
P.O. Box 8028
Boise, Idaho 83707

Re: 1-4-87-SP-400

Dear Mr. Dick:

As requested in your letter, dated September 11, 1987, the U.S. Fish and Wildlife Service is providing a list of endangered and threatened species (Attachment A) that may be present within the area of Eagle Road (SH-55) from Fairview Avenue to Chinden Boulevard (US 20-26) in Ada County, Idaho. The list fulfills the requirements of the Fish and Wildlife Service under Section 7 (c) of the Endangered Species Act. Should your biological investigations determine that a listed species is likely to be adversely affected by the project, you should request formal Section 7 consultation through this office.

If your investigation shows a "no affect" situation on the listed species, we would appreciate receiving a copy of your assessment for our information. If you have additional questions regarding your responsibilities under the Act, Rich Howard of this office may be contacted at 334-1931 at the above address.

Additional information on Federally listed and candidate species and State species of special concern is available through the Idaho Natural Heritage Program, Attn: Craig Groves, Program Coordinator, Idaho Department of Fish and Game, 600 S. Walnut, P.O. Box 25, Boise, Idaho 83707, phone 334-3402.

Your interest in endangered species is appreciated.

Sincerely yours,

John P. Wolfen
Field Supervisor

Attachment

cc: FWS, AFWE-SE, Portland
IDFG, Hdqtrs., Boise
IDFG, Region 3, Boise

Listed Species

Bald eagle (Haliaeetus leucocephalus)

Winter population

Proposed Species

None

Candidate Species

None



United States Department of the Interior

FISH AND WILDLIFE SERVICE

BOISE FIELD OFFICE
4696 Overland Road, Room 476
Boise, Idaho 83705

January 8, 1990

Pat Rogers-Rochna
District Three Environmental Planner
Transportation Department
P.O. Box 8028
Boise, Idaho 83707-2028

Re: 1-4-90-SP-48
Eagle Road - Fairview to Chinden
(SE File: 6003.0350)
(ES File: 912.0400)

Dear Ms. Rogers-Rochna:

We received your letter, dated December 7, that requested a list of threatened and endangered species that may be present in the proposed Eagle Road - Fairview to Chinden project in Ada County, Idaho. This letter updates the Service's species list response of October 1987 (#1-4-87-SP-400).

According to our records, no listed or proposed threatened or endangered, or candidate species are found near the project. However, if work is not initiated on this proposal within six months, regulations require that the Transportation Department revalidate the species list every 180 days so you have the most current information. Thank you for your consideration.

Sincerely,

Charles H. Lobdell
Field Supervisor

cc: IDFG, Hdqtrs., Boise
IDFG, Region 3, Boise



SUPERINTENDENT OF SCHOOLS
Dr. Nick Hallett

ASSISTANT SUPERINTENDENTS
Darlene Furwood, Elementary
Dan Mabe, Finance
Phil Peterson, Secondary

JOINT SCHOOL DISTRICT NO. 2

911 MERIDIAN STREET

• MERIDIAN, IDAHO 83642

PHONE (208) 888-6701

July 28, 1988

Dennis Clark, Environmental Planner
State of Idaho Transportation Department
P.O. Box 8028
Boise, Idaho 83707

RE: Project FG-3271 (37), Key 2793
Eagle Road - Fairview to Chinden

Dear Mr. Clark:

In regard to your letter of July 20, 1988. The tennis courts are used by the general public as well as by school organizations. We can relocate the courts, but we need to be reimbursed for this expense.

We also need an exit on Eagle Road in addition to our exit on McMillan Road. These exits are necessary to relieve traffic congestion, especially just before and after school.

We would hope that the area between the pavement and our property line would be left in a condition which provides for proper drainage and which will not create a maintenance problem.

Sincerely,

Nick Hallett
Superintendent of Schools

NH:os



IDAHO STATE HISTORICAL SOCIETY

CECIL D. ANDRUS, Governor

Dr. David L. Crowder
Director
210 Main St.
Boise, Idaho 83702
208-334-3890

Archaeology
210 Main St.
Boise, Idaho 83702
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Education
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Boise, Idaho 83702
208-334-2120

Genealogical Library
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Museum
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208-334-2120

Old Idaho Penitentiary
2445 Old Penitentiary Rd.
Boise, Idaho 83712
208-334-2844

Oral History
210 Main St.
Boise, Idaho 83702
208-334-3863

Publications
610 N. Julia Davis Dr.
Boise, Idaho 83702
208-334-3428

November 29, 1989

Ms. Pat Rogers-Rochna
State Highway Department
P.O. Box 8028
Boise, Idaho 83707

Dear Pat:

After reviewing the sites in your project area I believe that the following meet the criterion for the National Register:

Site #14 -- SE corner of Ustick and Eagle Roads. It is over fifty years old and retains a high degree of its integrity. It is a fine intact example of an early twentieth century Craftsman style dwelling, as well as an early Ada County farmstead.

Site #~~47a~~⁴⁷ -- west side of Eagle Road. It appears to be over fifty years old and retains a high degree of its integrity. It is a good example of an early twentieth century farmstead, and an intact example of vernacular architecture.

Sincerely,

Elizabeth Egleston
State Architectural Historian

EE:lp

cc



IDAHO STATE HISTORICAL SOCIETY

CECIL D. ANDRUS, Governor

May 23, 1990

Dr. David L. Crowder
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R. T. Gwin, P.E.
Assistant District Engineer
District 3, Transportation Dept.
P.O.Box 8028
Boise, Idaho 83707-2028

Re: Project F-FR-3271(37), Key 2793
Eagle Road: Fairview Avenue - Chinden Blvd.
Section 106 Determination

Dear Mr. Gwin:

Thank you for submitting to us your documentation for the Section 106 Determination for the Eagle Road: Fairview Avenue - Chinden Blvd. project. We have reviewed this document and have the following comments.

In our opinion, both the Hamming Property, at 5635 Eagle Road, and the Yost Farmstead, at the intersection of Eagle and Ustick roads, are eligible for the National Register of Historic Places. We also agree with your assessment that the project will have no effect upon the Hamming Farmstead. Upon careful consideration, we would disagree with your conclusion of a no adverse effect regarding the Yost Farmstead. Instead, we believe this project, despite the proposed physical encroachment upon the property, will have no effect upon the qualities that make the site eligible for the National Register.

Please give us a call if we can clarify or explain these comments to you further.

Sincerely,

Thomas J. Green
Deputy SHPO

State Historic Preservation Office

RECEIVED

MAY 25 1990

DIST. NO. 3
DIVISION OF HIGHWAYS

