

| Roadway Project Scoring | | Points | Max Points | Notes: |
|---|--------------|------------|--|--------|
| Ustick Road and North Franklin Boulevard, Signalized Intersection | | | | |
| CIM Score | | | | |
| CIM project score | 13.28 | 26 | On the Ustick Road Corridor (Midland Boulevard to Star Road (Unfunded, score 66.4) | |
| Performance Assessment: | | | | |
| Safety - Maximum 40 | | | | |
| Does the project address a known auto safety issue? | 10 | 30 | HIN: No RSAP Emphasis: High & Medium Priority Walkways: Tier 1 , Lighting: Tier 4 Crosswalk Enhancement: Tier 4 Auto Crashes: None CMF Clearinghouse IDs: 323,325,7572,3092, 2697,10559,5711, 10993,11246,2375,8094 resulting in average of 39.5% less crashes | |
| Does the project address a known active transportation safety issue and improve safety for active transportation users? | 0 | 30 | Bike/Ped Crashes (within 0.25 m): none | |
| Does the project support the mode of the segment identified in the Complete Network Policy? | 15 | 20 | This question not included in the application used. Supports Modes: Auto, Active Transportation, Freight | |
| Total: | 25 | 40 | | |
| Economic Vitality - Maximum 25 | | | | |
| Does the project address a congestion issue using a non-capacity adding strategy? | 0 | 10 | Congestion: Low | |
| Does the project improve a facility in "fair" or "poor" condition? | 0 | 10 | New segment | |
| Does the project improve freight mobility? | 5 | 5 | Secondary freight | |
| Total: | 5 | 25 | | |
| Convenience - Maximum 25 | | | | |
| Does the project improve connectivity to a regional activity center? | 5 | 10 | Within one mile of RAC. | |
| Does the project improve auto and/or active and public transportation accessibility to key destinations? | 0 | 8 | Note only gets score if project is not in the range of a regional activity center. | |
| Does the project address a gap in the network? | 4 | 16 | Improves active transportation. | |
| Total: | 9 | 25 | | |
| Quality of Life - Maximum 15 | | | | |
| Does the project benefit an underserved area? | 5 | 10 | Equity score: 5, 6, 7, 7 (low-med) | |
| Does the project address potential environmental impacts? | 5 | 5 | Water_Wetland, , EnviroJustice_MinorityArea, Water_Floodzone_500, Water_Groundwater, SchoolParcels, Floodzone | |
| Total: | 10 | 15 | | |
| Performance Total: | 49 | 105 | | |
| Programming Assessment: | | | | |
| Readiness and Support - Maximum 25 | | | | |
| Is the project a priority to the sponsor agency? | 5 | 10 | 3 out of 16 | |
| Does the sponsor agency provide match above the required minimum? | 0 | 5 | Only required match. | |
| Is the project ready for Federal implementation? | 3 | 10 | Pre-Concept, Preliminary Design, Environmental Review | |
| Programming Total: | 8 | 25 | | |
| Total Score: | 70.28 | 156 | | |

IV. APPLICATION SUPPLEMENTAL

FY2026-2032 COMPASS Application Guide

Phase I – Page 1
Phase II – Page 7

TUTORIAL VIDEOS:

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

2026 COMPASS Funding Application Phase I All Projects

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

DETAILS

| | |
|-------------------------------|--|
| Sponsor Name (agency): | City of Nampa Public Works |
| Main Agency Contact: | Shelia Gibson, gibsons@cityofnampa.us , 208-468-4567 |
| Project Title: | Ustick Road and North Franklin Boulevard, Signalized Intersection |

PROJECT DETAILS

Briefly describe your project:

Reconstruct the intersection of Ustick Road and Franklin Blvd to include additional travel lanes, curb and gutter, landscape buffer, sidewalk/path and a traffic signal.

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

The intersection of Ustick Road and Frankling Blvd is located in North Nampa. Franklin Boulevard and Ustick Road is a principal arterial, with two lanes and a posted speed limit of 45 mph, south of Ustick Road and 50 mph north of Ustick Road. The intersection is an all way controlled stop and dirt shoulders with no bike or ped accommodations.

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

- Yes
- No
- N/A

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

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

- Yes
- No
- N/A

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

- | | | | |
|---|---|---|--|
| <input checked="" type="checkbox"/> 2 through lanes | <input type="checkbox"/> 3-Way Stop Intersection | <input type="checkbox"/> Curb | <input type="checkbox"/> Barrier between Sidewalk/Road |
| <input type="checkbox"/> 2 through/1TWLTL | <input checked="" type="checkbox"/> 4-Way Stop Intersection | <input type="checkbox"/> Gutter | <input type="checkbox"/> Street Lighting |
| <input type="checkbox"/> 4 through lanes | <input type="checkbox"/> 5-Way Stop Intersection | <input type="checkbox"/> ADA Ramps | <input type="checkbox"/> Bus Stop |
| <input type="checkbox"/> 4 through/1TWLTL | <input type="checkbox"/> 3-Way Signaled | <input type="checkbox"/> PHB Crossing | <input type="checkbox"/> Bus Pullout |
| <input type="checkbox"/> 6 through lanes | <input type="checkbox"/> 4-Way Signaled | <input type="checkbox"/> RFFB Crossing | <input type="checkbox"/> Bus Lane |
| <input type="checkbox"/> Center Turn Lane | <input type="checkbox"/> 5-Way Signaled | <input type="checkbox"/> LPI Leading Ped Interval | <input type="checkbox"/> Bus Shelter |
| <input type="checkbox"/> Left Turn Lane | <input type="checkbox"/> Roundabout single lane | <input type="checkbox"/> Bike Lane | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Intersection | <input type="checkbox"/> Roundabout 2-lane | <input type="checkbox"/> Pathway | <div style="border: 1px dashed #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Interchange | <input type="checkbox"/> Sidewalk 3-4' width | <input type="checkbox"/> Multi-Use Pathway | <div style="border: 1px dashed #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Free Running Right Turn | <input type="checkbox"/> Sidewalk 5-6' width | <input type="checkbox"/> Raised Median | <div style="border: 1px dashed #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Bridge Fencing | <input type="checkbox"/> Sidewalk 7-8' width | <input type="checkbox"/> Bike/Ped Facility | <div style="border: 1px dashed #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Bridge Guardrail | <input type="checkbox"/> Sidewalk 9-10' width | <input type="checkbox"/> Roundabout 3-lane | <div style="border: 1px dashed #ccc; height: 15px;"></div> |

Please describe, if necessary

Along the south side of Ustick Road for approximately 1,200 feet west of Franklin Boulevard, runoff discharges to roadside swales behind the curb and gutter.

Check all *countermeasures* you plan to add:

- | | | | |
|--|---|---|--|
| <input type="checkbox"/> Widen 2 to 3 lanes | <input type="checkbox"/> Convert Signaled to Roundabout | <input type="checkbox"/> Add Mid-Street Crossing | <input type="checkbox"/> Replace Bridge |
| <input type="checkbox"/> Widen 2 to 4 lanes | <input type="checkbox"/> Upgrade Stop Sign to Flashing | <input type="checkbox"/> Add PHB Crossing | <input type="checkbox"/> Widen Shoulder |
| <input checked="" type="checkbox"/> Widen 2 to 5 lanes | <input type="checkbox"/> Upgrade Signals | <input type="checkbox"/> Add RFFB Crossing | <input type="checkbox"/> Add Bus Stop |
| <input type="checkbox"/> Widen 3 to 5 lanes | <input checked="" type="checkbox"/> Add ITS | <input type="checkbox"/> Add LPI | <input type="checkbox"/> Add Bus Pullout |
| <input type="checkbox"/> Widen 3 to 6-7 lanes | <input checked="" type="checkbox"/> Add Street Lighting | <input type="checkbox"/> Add Bike Lane | <input type="checkbox"/> Add Bus Lane |
| <input type="checkbox"/> Widen 4 to 5-7 lanes | <input checked="" type="checkbox"/> Add ADA Ramps | <input type="checkbox"/> Add road/sidewalk Barrier | <input type="checkbox"/> Add Bus Shelter |
| <input type="checkbox"/> Add TWLTL | <input checked="" type="checkbox"/> Add Curb & Gutter | <input checked="" type="checkbox"/> Add Bike/Ped Facility | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Free Running Right Turn | <input type="checkbox"/> Add Sidewalk 3-4' width | <input type="checkbox"/> Add Raised Median | <div style="border: 1px dashed #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Add Bridge Guardrails | <input type="checkbox"/> Add Sidewalk 5-7' width | <input type="checkbox"/> Sealcoat Road | <div style="border: 1px dashed #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Add Bridge Fencing | <input type="checkbox"/> Add Sidewalk 8-10' width | <input type="checkbox"/> Inlay & Millwork | <div style="border: 1px dashed #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Convert Stop to Signaled | <input type="checkbox"/> Add Pathway 8-10' width | <input checked="" type="checkbox"/> Repaint Striping | <div style="border: 1px dashed #ccc; height: 15px;"></div> |

Convert Stop to Roundabout

Add Multi-Use Pathway

Replace Signage

Please describe, if necessary

Does the project include improvements to the public transportation system?

Yes

No

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

PURPOSE AND NEED

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

According to the COMPASS’s 2018 Freight Study, Ustick Road experiences low truck volumes (less than 100 trucks a day) compared to other roadways in the area. While Ustick Road is not classified as a freight corridor, Franklin Boulevard, Midland Boulevard, and Cherry Lane are each classified as ‘other’ freight connector roadway. Between 2016 and 2020, there were nine documented crashes at this intersection with one being a head-on and head-on turning collision. The Ustick Road corridor study also indicates that traffic on Ustick will increase by 632% by the year 2045. Since this corridor is a major thoroughfare for Nampa, increasing capacity is required.

CIM2050 Goals (check all that apply):

Safety:

Increases Safety

Increases Security

Supports Resiliency

Economic Vitality:

Promotes Economic Vitality

Promotes Freight

Preserves Infrastructure

Provides Reliability

Promotes Travel/Tourism

Manages Growth

Preserves Farmland

Convenience:

Increases Access/Mobility

Increases Connectivity

Reduces Congestion

Quality of Life:

Kind to Environment

Enhances Public Health

Preserves/Connects to Open Space

Promotes Affordable Housing

Provides Transportation Options

Benefits the Underserved

FUNDING REQUEST / PROJECT TYPE

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

Project Development Program (PDP) – consultant cost of up to \$50,000

CIM Implementation Grant Program – reimbursement of up to \$50,000

Federal Funds – this option will require further information provided in Phase II

Staff Assistance Only – this option will remove the application from the priority ranking but include it in the Resource Development Plan for funding support.

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

- Capital/Construction:** Road / Bridge / Design / Signs, etc.
- Public Transportation:** Vehicles / Equipment / Maintenance / Operations
- Active Transportation:** Bicycle / Pedestrian
- Planning:** Plans / Studies / Education / Outreach
- Special Groups:** Youth / Seniors / Disabled / Underserved Area
- Technology / Data**
- Other**

If other, please describe:

PROJECT BUDGET

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

Note: This amount may be adjusted later.

Total Project Cost:

5,621,481

Amount Requested (total cost minus any local match):

5,208,864

Proposed local match (amount):

412,617

Proposed local match (percentage):

7.34%

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

The intersection for Franklin Boulevard and Ustick Road was part of the Six Mile Engineering Ustick Road Corridor Study. They provided countermeasure estimates for a traffic signal or a roundabout. The numbers above reflect a signalized intersection install.

What is the source of the match?

Impact fees from local jurisdiction and budgetary inclusion.

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

- Yes
- No

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

PARTNERS/SUPPORT

Are other jurisdictional agencies or partners involved in this project?

- No
- Yes

As Ustick Road is the dividing boundary between highway districts, but located within the City's Area of Impact, the corridor has potential for other funding Nampa Highway District No. 1, and Highway District No. 4.

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

Has any public involvement been conducted for this project?

- No
- Yes

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

A public outreach summary was conducted by Six Mile Engineering for the length of Ustick Road Corridor, (from Midland Boulevard to the future SH-16 interchange, which includes the Franklin Boulevard intersection). During the study, 91 participants were in favor of adding roundabouts along Ustick Road Corridor, with only 28 favoring otherwise. However, the Franklin Boulevard intersection was not significant enough to justify construction of a roundabout.

READINESS TO PROCEED

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

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

Please explain, if necessary:

Avenue Consultants was contracted to review environmental factors for the area. Also, an intensive inventory was conducted by ARH Archaeology and Architectural History, LLC.

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

- Yes
- No
- N/A

Please explain, if necessary:

PLANNING DOCUMENTS

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

- Yes
- No
- N/A

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

The intersection is included within the area of Ustick Road contained in the Communities in Motion 2020 Priority Roadway Projects – Local under the Unfunded section showing the widening from Midland Boulevard to Star Road (five lanes) at \$56,260,000, as estimated in 2022.

Does this project conform to a local or regional plan?

- Yes
- No

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

The intersection is included in the length studied along the Ustick Road Corridor. The plan included widening Ustick Road and making improvements with walking/bike pathways and landscaping. Reference Ustick Road Corridor Study, 746 pages.

ATTACHMENTS:

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

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

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

DEFINITIONS of ACRONYMS:

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

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



HIGHWAY DISTRICT No.4
15435 HIGHWAY 44
CALDWELL, IDAHO 83607

TELEPHONE 208.454.8135
FAX 208.454.2008

December 12, 2024

Executive Director Matt Stoll
Community Planning Association
C/O City of Nampa
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Re: Ustick Road Improvements

Dear Director Stoll,

I am writing to offer my full support for the City of Nampa's Ustick Road intersection improvements. These improvements include 11th Avenue and Ustick Road intersection, Prescott Lane and Ustick Road intersection, Franklin Boulevard and Ustick Road intersection, Madison Road and Ustick Road roundabout, and Northside Boulevard and Ustick Road roundabout to receive federal and local funding, along with any future supplemental funding pursuits.

I am excited to know that the project will expand community access while accommodating all transportation users, aligning with our shared transportation and accessibility goals by constructing new and improved multi-modal facilities between Ada and Canyon County. The city of Nampa will significantly improve access to all members of the community and will improve regional mobility and connectivity, aligning with our shared equity goals as identified in their 2040 Comprehensive Plan. The Comprehensive Plan has designated Ustick Road for "Mixed-Use Development" which also aligns with this project through various factors, including the ones listed below:

- **Corridor Connection - Public:** Important for the movement of goods, services, and regional traffic.
- **Safety – Traffic:** Additional lanes of travel and landscape or gutter add barriers for non-motorists to enjoy a safer journey.
- **Mobility - Public:** Area is transitioning from agricultural to industrial and regional commercial with areas preserved for lower density residential.
- **Environment - Public:** Pathways for cyclist and pedestrians encourage health.
- **Industry Enhancement:** Share, promote, and integrate successful emerging technology deployment to other regional agencies and partners.

This project aligns with the Ustick Road Corridor Study completed in 2022 in partnership with City of Nampa, City of Caldwell, Nampa Highway District, and Highway District No. 4. Development of additional safety and capacity improvements for this corridor is a regional priority.

Please use this letter as proof of my support as needed. I would strongly urge funding programs to give the intersections along Ustick Road all due consideration.

Respectfully,



Chris Hopper, P.E.
District Engineer
Highway District No. 4

NAMPA HIGHWAY DISTRICT NO. 1

Commissioners: Dick Smith, Randy Noble, Bryce D. Millar

December 12, 2024

Executive Director Matt Stoll
Community Planning Association
C/O City of Nampa
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Director Stoll,

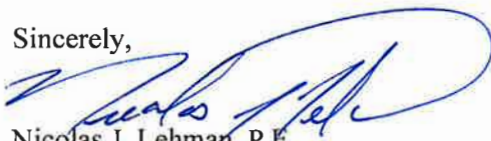
The Nampa Highway District supports the City of Nampa in its efforts to improve the intersections along the Ustick Road corridor. These improvements include 11th Avenue and Ustick Road intersection, Prescott Lane and Ustick Road intersection, Franklin Boulevard and Ustick Road intersection, Madison Road and Ustick Road roundabout, and Northside Boulevard and Ustick Road roundabout to receive federal and local funding, along with any future supplemental funding pursuits.

Ustick Rd. is a vital corridor for the local transportation system and improvements to this corridor will expand community access while accommodating all transportation users. This project will align our shared transportation and accessibility goals by constructing new and improved multi-modal facilities between Ada and Canyon County. By making these improvements, the City of Nampa will significantly improve access to all members of the community and will improve regional mobility and connectivity as identified in their 2040 Comprehensive Plan. The Comprehensive Plan has designated Ustick Rd. for “Mixed-Use Development” which also aligns with this project through various factors, including the ones listed below:

- **Corridor Connection - Public:** Important for the movement of goods, services, and regional traffic.
- **Safety – Traffic:** Additional lanes of travel and landscape or gutter add barriers for non-motorists to enjoy a safer journey.
- **Mobility - Public:** Area is transitioning from agricultural to industrial and regional commercial with areas preserved for lower density residential.
- **Environment - Public:** Pathways for cyclist and pedestrians encourage health.
- **Industry Enhancement:** Share, promote, and integrate successful emerging technology deployment to other regional agencies and partners.

Please use this letter as proof of my support as needed. I would strongly urge funding programs to give the intersections along Ustick Road all due consideration.

Sincerely,



Nicolas J. Lehman, P.E.
Nampa Highway District No. 1 Director



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: SIX0075

Intersection: Franklin Blvd / Ustick Rd

City, State: Canyon County, Idaho

Control: Stop Sign

File Name : Franklin Blvd & Ustick Rd

Site Code : 00000000

Start Date : 12/14/2021

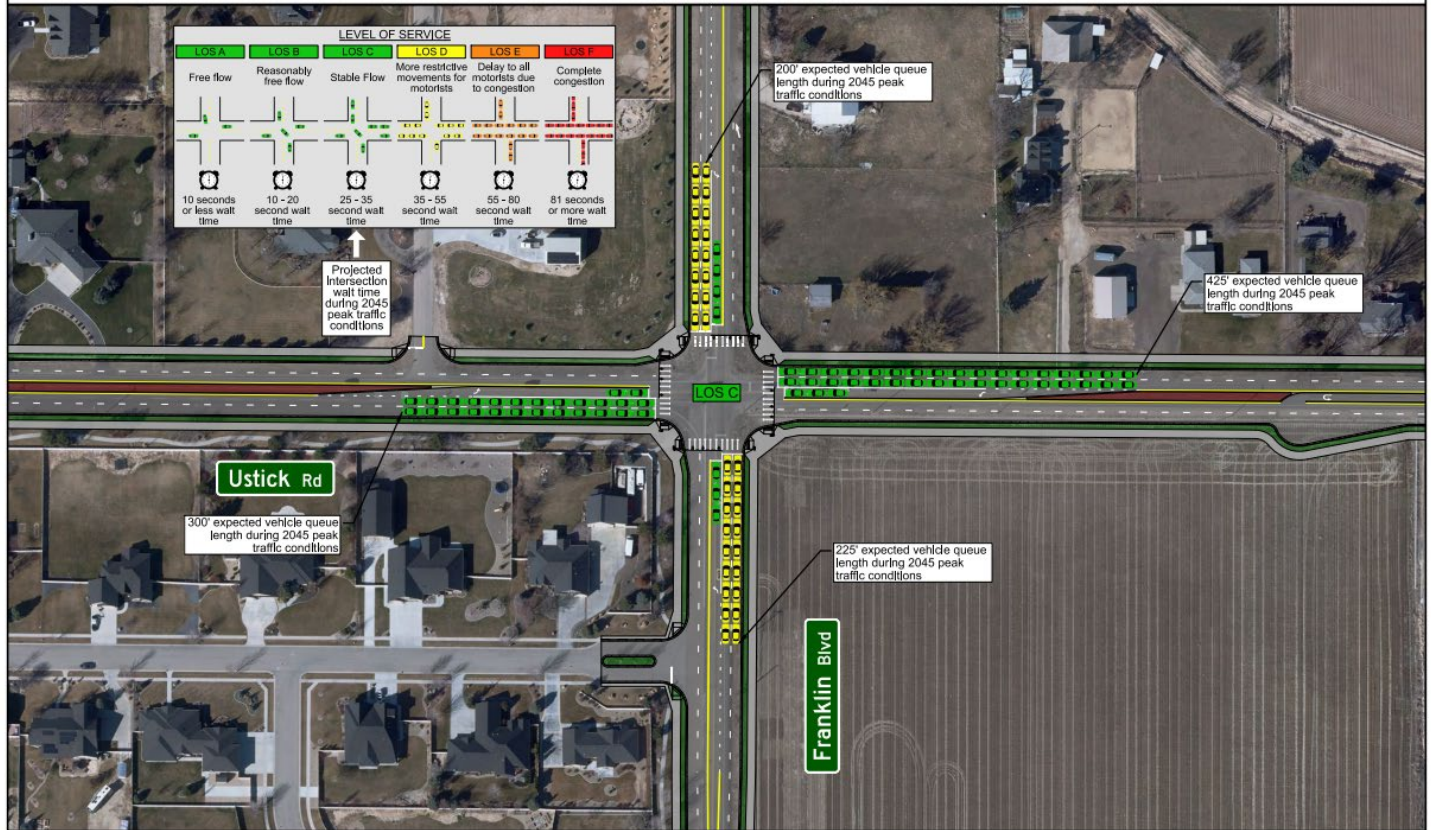
Page No : 7

Image 1



Ustick Road Corridor Study

Design Year (2045) Queue Lengths and Level of Service



2025 COMPASS Funding Application Phase II

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

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

The four project categories are below:

Definitions:

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

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

Roadway - Auto-oriented projects that improve, maintain, modify, or add vehicle travel lanes; modify roadway geometry or intersection design; add or modify intersection controls, and/or are used for roadway operations. Examples: Added travel lanes, added turning lanes, roadway resurfacing, roadway realignments, intersection improvements, signal control modifications, Transportation System Management and Operations (TSMO), and ITS improvements.

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

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

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

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

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

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

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

2024 COMPASS Funding Application

Phase II

ROADWAY PROJECT FOCUS

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

Sponsor Name (agency): City of Nampa Public Works

Project Title: Ustick Road and North Franklin Boulevard, Signalized Intersection

GENERAL

Select the functional classification of the roadway segment on the [2025 Federal Functional Classification Map](#). To qualify for federal aid, a roadway must be classified as a major collector or higher.

- Interstate
- Proposed Interstate
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector

SAFETY

Does the project address a known auto safety issue? Please explain and provide the data below:

Number of fatalities (auto related): **0**

Number of serious injuries (auto related): **0**

Explain how the project addresses the causes of crashes:

The crashes at Franklin Blvd and Ustick Rd are rated as 2B/3C. In the last five years, nine crashes have occurred at the intersection, mostly resulting in property damage. The upgrades being added include additional lanes of travel, bike/ped dedicated lane(s) with lighting, signage, and traffic signals instead of stopping signs. Increasing the area of travel will allow vehicles to potentially avoid collisions. The project will also create a safe refuge for crossing at the intersection.

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

Number of fatalities (active transportation related): **0**

Number of serious injuries (active transportation related): **0**

Explain how the project addresses the causes of the fatalities and/or serious injuries:

Improving the amenities available for other modes of transportation will encourage the use of such while keeping safety as the primary concern. The additional lighting and signage will increase visibility. Also, the added lanes will add surface area for reflexive measures to avoid collision.

Does the project improve safety for auto users? Explain how the project would improve safety for auto users:

Crash Modification Factor (CMF) most appropriate for this project: CMF Clearinghouse: Using IDs 323, 325, 7572, 3092, 2697, 10559, 5711, 10993, 11246, 2375, 8094

Expected percentage of crash reduction based on CMF and types of crashes included: Crash reduction for proposed improvements resulting in 39.5% less. The types of crashes included are 2B/3C.

Does the project improve safety for active transportation users? Explain what standards the project used or will use in the design phase, and how the project would improve safety for active transportation users.

CMF most appropriate for this project: CMF Clearinghouse: Using IDs 323, 325, 7572, 3092, 2697, 10559, 5711, 10993, 11246, 2375, 8094

Expected percentage of crash reduction based on CMF and types of crashes included: Crash reduction for proposed improvements resulting in 39.5% less. The types of crashes included are 2B/3C.

ECONOMIC VITALITY

Does the project address a congestion issue using a non-capacity-adding strategy?

Explain how the project will address congestion and which strategy(ies) in the Congestion Management Process will be used:

No, however the Ustick Corridor, between Franklin Blvd and McDermott Road will all be signalized. With the implementation of Nampa's Traffic Management Center, staff can coordinate signal timing to optimize traffic flow.

Based on the Congestion Management Annual Report, how congested is this corridor?

- Highly Congested
- Moderately Congested
- Low Congestion/no data

Based on the Congestion Management Annual Report, how reliable is this corridor?

- Reliable
- Unreliable

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

- Good
- Fair
- Poor

Heather Tafoya regarding
2025-01-21 18:03:00

Please check our PCI index for this data

✓ N/A: New Segment

Does the project improve freight mobility?

- ✓ Yes
- No

Explain:

The intersection for Ustick Road and North Franklin Blvd rates at the maximum points with the project improving the secondary freight. Currently, the intersection halts all progress with a stop sign in all four directions. Allowing the widened intersection and traffic signal will increase the mobility while providing more consistent flows for travel.

What type of freight corridor is the segment referred to in the COMPASS Complete Network Policy?

- Primary Freight Corridor
- ✓ Secondary Freight Corridor

Explain, if necessary: **The intersection is far enough away from the interstate and commercial area to not be considered a primary freight corridor. However, based on growth and population, and the CIM 2050 that shows construction of Franklin Blvd continuing north, the intersection will be needing reconstruction prior. Advancing the intersection will be considered at the forefront for infrastructure improvements as a proactive measure.**

CONVENIENCE

Does the project improve connectivity to a regional activity center as described in COMPASS Complete Network Policy?

- ✓ Yes
- No

Explain how far the project is from a regional activity center if it is not within the bounds of an activity center:

The project is within one mile of a regional activity center, containing one restaurant and two stores. Improving the intersection will increase connectivity and benefit those as described in the COMPASS Complete Network Policy.

If the previous question is not applicable, does the project improve auto and/or active and public transportation accessibility to key destinations?

- Yes
- No

Explain and provide a list of the destinations provided access and how far the project is from those destinations. Be sure to include all modes of transportation included in the project that have access benefits from the project:

Does the project address a gap in the network?

- Yes, in the roadway network by adding a missing segment or removing a bottleneck.
- ✓ Yes, by addressing a gap in the active transportation network.
- Yes, it includes improvements to public transportation facilities.
- No

Explain: **The intersection of Ustick Road and Franklin Blvd addresses a gap in the network, ranking at a quarter impact. The score of four out of sixteen points gives this**

intersection a definitive gap which can be improved through the completion of work, as described with this application and funding. Added bike/ped along with ADA compliant amenities will be included with the intersection improvements so the gaps in the network can be later connected, as funding allows.

QUALITY OF LIFE

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

- Yes
- No

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

Explain the benefit(s) the project will provide to an underserved area:

The project will provide benefits to this underserved area that scores a low to medium equity score (5,6,7,7). It also allows for better access to the Colibri Assisted Living facility which is one block away from the intersection. There is also increased access to Dominic Park, and Meriwether Park.

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

- Yes
- No

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

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

The potential environmental impacts are Water (Wetland), EnviroJustice (Minority Area), Water (Floodzone), 500 (Water), Groundwater (School Parcels). Along the south side of Ustick Road, for approximately 1,200 feet west of Franklin Boulevard, runoff discharges to roadside swales behind the curb and gutter. Countermeasures for environmental will be started with the expansion of increased area within the intersection and upgraded, ADA compliant curb and gutter. Since there are additional improvements slated for Ustick Road at a future date, altering the intersection will allow review of the environmental impacts prior to the full Ustick widening project. Groundwater, runoff, and flooding can be assessed and revisions made while the area is still within one RAC, and not several.

READINESS

Is the project a priority to the sponsor agency?

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

Ustick and Franklin signaling the intersection is number three on our list of priorities to address. The project is necessary to complete while Nampa is working with growth and updating current infrastructure.

Does the partner agency provide match above the required minimum?

Only required match

Project amounts and proposed match are provided in the Phase I application. If the amount of request or match proposed is different than in Phase I, please revise Phase I.

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

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

REQUIRED ATTACHMENTS

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

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



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

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

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

| | | | |
|---|-----------------------------------|-------------|-------------------|
| Sub-Awardee DUNS ³ 072959430 (UEI R6QNKZMEAHT4) | Sub-Awardee Name City of Nampa | | |
| Address 411 3 rd St N. | City Nampa | State ID | Zip Code 83651 |

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

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

| Name | Total Compensation ⁴ |
|--|---------------------------------|
| 1. n/a | |
| 2. | |
| 3. | |
| 4. | |
| 5. | |
| Explanation for exemption from listing above | |

Definitions and Authority

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

| | | |
|--|---|-----------------|
| Completed By (Sub-Awardee's Printed Name) Crystal Craig, P.E. | Title Director of Transportation, Public Works | FFY 25 |
| Signature | | Date 1/21/25 |



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

| | | |
|---|-----------------|-----------------|
| Key Number | Project Number | Date |
| | | 1/21/2025 |
| Location | | District |
| Ustick RD and North Franklin BLVD, Signalized | | 3 |
| Segment Code | Begin Mile Post | End Mile Post |
| 4875 | | |
| | | Length in Miles |
| | | 0.6 |

| | Previous ITD 1150 | Initial or Revise To |
|---|-------------------|----------------------|
| 1a. Preliminary Engineering (PE) | | \$179,000 |
| 1b. Preliminary Engineering by Consultant (PEC) | | \$598,000 |
| 2. Right-of-Way Number of Parcels 4 Number of Relocations | | \$84,000 |
| 3. Utility Adjustments: <input checked="" type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input checked="" type="checkbox"/> By Others | | |
| 4. Earthwork | | \$544,000 |
| 5. Drainage and Minor Structures | | \$246,000 |
| 6. Pavement and Base | | \$1,247,000 |
| 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) | | \$486,000 |
| 10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation) | | \$50,000 |
| 11. Detours | | |
| 12. Landscaping | | \$228,000 |
| 13. Mitigation Measures | | |
| 14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items) | | \$265,000 |
| 15. Cost of Constructions (Items 3 through 14) | | \$3,066,000 |
| 16. Mobilization 10 % of Item 15 | | \$307,000 |
| 17. Construction Engineer and Contingencies 41.1 % of Items 15 and 16 | | \$1,387,000 |
| 18. Total Construction Cost (15 + 16 + 17) | | \$4,760,000 |
| 19. Total Project Cost (1 + 2 + 18) | | \$5,621,000 |
| 20. Project Cost Per Mile | \$1,000 | \$9,368,000 |
| Prepared By: | | |
| Walter Olin IV | | |

Local Federal-Aid Project Request



Instructions

- Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
- Attach a Vicinity Map showing the extent of the project limits.
- Attach an ITD 1150, Project Cost Summary Sheet.
- 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 Nampa | | | Date 1/21/2025 | | |
| Project Title (Name of Street or Road) Midland and Marketplace Traffic and Safety Imp. | | F.A. Route Number | Project Length 0.4 | Bridge Length | |
| Project Limits (Local Landmarks at Each End of the Project) | | | | | |
| Character of Proposed Work (Mark Appropriate Items) | | | | | |
| <input checked="" type="checkbox"/> Excavation | <input type="checkbox"/> Bicycle Facilities | <input type="checkbox"/> Utilities | <input type="checkbox"/> Sidewalk | | |
| <input type="checkbox"/> Drainage | <input checked="" type="checkbox"/> Traffic Control | <input type="checkbox"/> Landscaping | <input type="checkbox"/> Seal Coat | | |
| <input checked="" type="checkbox"/> Base | <input type="checkbox"/> Bridge(s) | <input type="checkbox"/> Guardrail | <input type="checkbox"/> _____ | | |
| <input checked="" type="checkbox"/> Bit. Surface | <input type="checkbox"/> Curb & Gutter | <input type="checkbox"/> Lighting | | | |
| Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet) | | | | | |
| Preliminary Engineering (ITD 1150, Line 1) \$ 480,782 | | | | | |
| Right-of-Way (ITD 1150, Line 2) \$ 294,000 | | | | | |
| Construction (ITD 1150, Line 18) \$ 3,875,000 | | | | | |
| Preliminary Engineering By: <input type="checkbox"/> Sponsor Forces <input checked="" type="checkbox"/> Consultant | | | | | |
| Checklist (Provide Names, Locations, and Type of Facilities) | | | | | |
| Railroad Crossing | N/A | | | | |
| Within 2 miles of an Airport | N/A | | | | |
| Parks (City, County, State or Federal) | N/A | | | | |
| Environmentally Sensitive Areas | N/A | | | | |
| Federal Lands (Indian, BLM, etc.) | N/A | | | | |
| Historical Sites | N/A | | | | |
| Schools | N/A | | | | |
| Other | St Lukes Medical Center, Marketplace Shopping Center, Karcher ShpCtr | | | | |
| Additional Right-of-Way Required: <input type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels) | | | | | |
| Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Possibly | | | | | |

| Standards | Existing | Proposed | Standards | Existing | Proposed |
|-----------------|----------|----------|---|------------|------------|
| Number of Lanes | 6 | 7 | Roadway Width (Shoulder to Shoulder) | 82 ft | 88 ft |
| Pavement Type | AC | AC | Right-of-Way Width | 100-120 ft | 100-120 ft |

| | |
|-------------------------|--|
| Sponsor's Signature | Title Public Works Director of Transportation |
|-------------------------|--|

Additional Information to be Furnished by the District

| | | | | | | |
|---------------------------|--------------------|--------------|-------------------|-------|---------|--------|
| Functional Classification | Principal Arterial | Terrain Type | Unclassified Flat | 20 23 | ADT/DHV | 36,000 |
|---------------------------|--------------------|--------------|-------------------|-------|---------|--------|

UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

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

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

5. Compliance with audit requirements:

- a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
- b. An entity whose annual budget (from all sources) exceeds \$250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
- c. An entity whose annual budget (from all sources) exceeds \$100,000 but does not exceed \$250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
- d. An entity whose annual budget (from all sources) exceeds \$50,000 but does not exceed \$100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
- e. An entity whose annual budget (from all sources) does not exceed \$50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.

6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.

7. Compliance with U.S. Office of Management and Budget (OMB) circulars on allowable costs, as follows:

| For the costs of a: | use the principles in: |
|---|--|
| State, Local or Indian Tribal Government | 12 CFR 225 |
| Private, nonprofit organization other than an (1) institution of higher education, (2) hospital, or (3) organization named in 2 CFR 230 as not subject to that circular | 2 CFR 230 |
| Educational institution | 12 CFR 220 |
| For-profit organization other than a hospital and an organization named in 2 CFR 230 as not subject to that circular | 48 CFR Part 31, Contract Cost Principles and Procedures, or uniform cost accounting standards that comply with cost principles acceptable to the Federal agency. |

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

I, Crystal Craig, P.E., from City of Nampa (agency) have read the information above and understand the intent, and realize there are many other federal requirements to follow if this project is funded with federal funds. The information above is merely a summary of federal requirements for a federal-aid project. This project is proposed considering the federal requirements above.

Project Name: Ustick Road and North Franklin Boulevard, Signalized Intersection

Signed: 

Dated: 1/21/25

Project Estimating Worksheet

For Large Construction Projects

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

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

| Infrastructure Project (more than \$500,000) | | | Local Portion | | Federal Portion | | |
|--|--|-------------|----------------|---------------------------------|------------------|-----------------------------|--------------------------|
| Phase Code | Description (include amounts for federal-aid items only) | Percentages | Project Totals | Proposed Local Match Percentage | Local Cash Match | Proposed Federal Percentage | Federal Amount Requested |
| CN | Preliminary Construction Estimate (PCE) <i>(Enter the estimated cost of construction only)</i> | | \$ 3,064,461 | 7.34% | \$224,931 | 92.66% | \$2,839,530 |
| CN | Construction Contingency (Overruns, change orders, etc.) <i>(30% of PCE)</i> | 30% | \$ 919,338 | 7.34% | \$67,479 | 92.66% | \$851,859 |
| CE | Construction Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i> | 0.50% | \$ 19,919 | 7.34% | \$1,462 | 92.66% | \$18,457 |
| CC | Construction Engineering (Consultant) <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)</i> | 15% | \$ 597,570 | 7.34% | \$43,862 | 92.66% | \$553,708 |
| CL | Construction Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i> | 4.00% | \$ 159,352 | 7.34% | \$11,696 | 92.66% | \$147,656 |
| UT | Utilities <i>(amount for moving/improving utilities)</i> | | | 7.34% | \$0 | 92.66% | \$0 |
| RW | Right-of-Way <i>(ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)</i> | | | 7.34% | \$0 | 92.66% | \$0 |
| LP | Land Purchase <i>(estimated amount for land purchase)</i> | | \$ 84,000 | 7.34% | \$6,166 | 92.66% | \$77,834 |
| PE | Preliminary Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i> | 0.50% | \$ 19,919 | 7.34% | \$1,462 | 92.66% | \$18,457 |
| PC | Preliminary Engineering (Consultant) <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)</i> | 15% | \$ 597,570 | 7.34% | \$43,862 | 92.66% | \$553,708 |
| PL | Preliminary Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i> | 4.00% | \$ 159,352 | 7.34% | \$11,696 | 92.66% | \$147,656 |

| | | |
|-------------------------------|----------------------------|------------------------------|
| Total Project Estimate | Total Local Portion | Total Federal Portion |
| \$5,621,481 | \$412,617 | \$5,208,864 |

Construction
Right-of-Way
Design

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