Pre-Concept Report for Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements

Prepared for: COMPASS and City of Nampa

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

NAMPA
IDAHO

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FEHR PEERS BURGESS & NIPLE

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Executive Summary

The City of Nampa, Idaho is considering concepts to address high crash rates, and related safety concerns, at the intersection of Garrity Boulevard and Sugar Street. The high crash rate, 117 crashes in the last five years, is largely due to a sight distance issue which stems from the railroad bridge abutments and current lane alignment approaching the intersection where northbound traffic on Sugar Street has difficulty seeing eastbound traffic on Garrity Boulevard, especially traffic coming from northbound 16th Avenue to eastbound Garrity Boulevard.

The purpose of this project is to complete a feasibility analysis of widening the abutments of the rail bridge that passes over Garrity Boulevard as well as completing an alternatives analysis to identify the necessary adjustments to the roadway to meet current and future traffic demands in a safe and effective manner as suggested in a road safety audit done in 2019.

Three alternatives made it to the final round of analysis in this study. All three meet the minimum required improvements, including a sight distance of 390 feet for Sugar Street approaching Garrity Boulevard and a 10-foot shared use path on the south side of Garrity Boulevard running underneath the rail overpass.

Informed by the analysis that took place in this report and the feedback from a public survey, the preferred alternative is Alternative A. Alternative A includes reconstructing the rail overpass to widen the abutments and reconstructing the roadway of Garrity Boulevard from the intersection with 16th Avenue to Sugar Street, part of the roadway reconstruction includes the removal of the north bound free running right that currently exists at the intersection of 16th Avenue and Garrity. This alternative addresses multiple concerns in the area including intersection sight distance, bridge vertical clearance, the eastbound merge on Garrity, and a multimodal accessibility through the Garrity corridor. It is recommended that grant funding be pursued for this alternative, which is estimated to cost roughly 16.29 million dollars.

A design change to implement in the short term would be to restrict Sugar Street to right in right out at Garrity. This could restrict the most dangerous movements at the intersections while the preferred alternative is under design or pursuing funding. If full funding cannot be achieved for Alternative A, it is recommended that Alternative C go forward in the design phase. Alternative C only reconstructs the roadway of Garrity Boulevard and the intersection of Garrity Boulevard and 16th Avenue, this secondary alternative is estimated to cost 2.46 million dollars.

Project

Project Description

Community Planning Association of Southwest Idaho (COMPASS) commissioned this Pre-Concept Report to address safety concerns at the intersection of Garrity Boulevard and Sugar Street. Building on the previous 2019 Road Safety Audit (RSA), the report aims to provide multiple alternatives that meet the project's needs and identify opportunities to obtain federal funding to implement a safety solution.

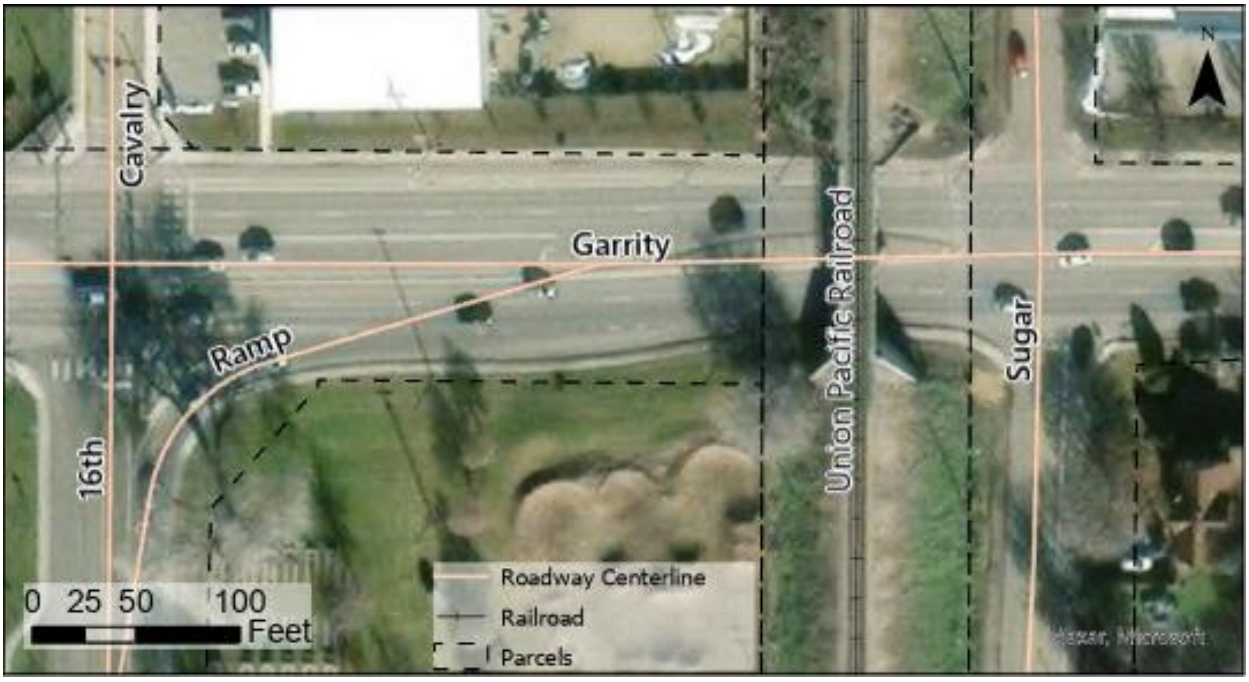

Figure 1: Plan View of Garrity Boulevard

Why Project Needed

The current layout at the intersection of Garrity Boulevard and Sugar Street has significant sight distance issues, making it a high crash location in the City of Nampa. Over the last five years there have been 117 recorded crashes. These problems are mainly caused by the railroad bridge abutments, which obstruct visibility. Northbound traffic on Sugar Street struggles to see eastbound traffic on Garrity Boulevard, especially traffic heading east on Garrity Boulevard from 16th Avenue. Restricting the northbound left turn from Sugar Street would eliminate some of the conflicts but not all the sight distance issues at the intersection. The 2019 RSA for Garrity Boulevard and Sugar Street provides background information for the necessity of this Pre-Concept Report.

Project Scope of Work Completed by Contractor

Fehr & Peers, with the support of Burgess & Niple, has been contracted to complete this Pre-Concept Report for Nampa Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements. The Pre-Concept Report will focus on the feasibility of widening the abutments of the rail bridge that passes over Garrity Boulevard as well as completing an alternatives analysis to identify the necessary adjustments to the roadway to meet current and future traffic demands in a safe and effective manner. This project also includes the extension of the Garrity Boulevard Side Path to provide bicycle and pedestrian connectivity to the intersection of 16th Avenue.

Assumptions

The following table includes the assumptions used for alternative designs for Garrity Boulevard.

Table 1: Design Criteria

Criteria	Measure	Source
Travel Lane Width	11 ft	FHWA Lane width
Left Turn Lane Width	12 ft	FHWA signalized intersections
Sidewalk Width	5 ft	FHWA
Multi Use Path Width	10 ft	Nampa
Multi Use Path Buffer	2 ft	Nampa
Sugar Street Design Intersection Sight Distance	390 ft 15 feet back from nearest through lane	FHWA Intersection Safety
Maximum Lane Horizontal Distance Rate of Change	L = (W*S2)/ 60 W – width of offset S – speed (MPH) Shifting taper length = ½ L Merging taper length = L	FHWA MUTCD
Bike Lane Width	5 feet minimum	FHWA

Regional/network Connections

Garrity Boulevard connects to 11th Avenue on the west side and Vietnam Veterans Memorial Highway (I-84/US-30/ID-55) to the east. Just a few hundred feet west of the rail overpass is an intersection with 16th Avenue. In 2022, the Annual Average Daily Traffic on Garrity Boulevard was 31,000 vehicles. This was comprised of roughly 30,000 passenger vehicles and 1,000 commercial vehicles.[1] Since at least 2000, the

[1] ITD Open Data

earliest AADT data available, Garrity Boulevard has more than 20,000 AADT. Other highly trafficked roads (2022 AADT above 10,000 vehicles) that Garrity Boulevard connects to include: Franklin Boulevard, 11th Avenue, 16th Avenue, Kings Road, and I-84. The connection from 16th Avenue to Garrity Boulevard is an important commuting route for the region.

Project Constraints

The following Existing Conditions section outlines the context for this project. It is expected that there will be no permanent impacts to neighboring properties. More information on easements can be found in the Right-of-Way/easements needed section later in this report.

Existing Conditions

Garrity Boulevard currently has wide travel lanes and a speed limit of 35 miles an hour. The turn lanes on this segment of Garrity are up to 19 feet wide (which is 7 feet wider than the recommendation of 12 feet by the Federal Highway Administration) and the through lanes are up to 13 feet wide (which is 2 feet wider the recommendation of 11 feet). From Sugar Street, vehicles can make the left, though, and right-turn movements onto Garrity Boulevard with the existing pavement delineation. Garrity Boulevard is owned by Idaho Transportation Department (ITD) for the section of Garrity Boulevard within our project extent. Nampa owns 16th Avenue and Sugar Street. To the west, the railroad overpass is 60 feet from the intersection of Garrity Boulevard and Sugar Street. The railroad overpass is owned by Union Pacific Railroad and operated by Boise Valley Railroad and Watco. The proximity of the railroad overpass abutments creates a significant sight obstruction for all vehicles. The RSA noted that traffic on Sugar Street was observed having to pull past the stop bar and encroach into the oncoming travel lane to look for vehicles driving eastbound on Garrity Boulevard upstream of the railroad overpass. For northbound vehicles on Sugar Street, there is extra difficulty seeing vehicles entering Garrity Boulevard from 16th Avenue, along with the eastbound through traffic. Aerial imagery of the project area is shown **Figure 2** on the next page.

Figure 2: A zoomed-out view of the project area

Land use

Garrity Boulevard is largely zoned as a commercial corridor in Nampa. Surrounding the location of this rail overpass is residential to the south and west and light industry to the north and east.[2] Lakeview Park is a large public park directly southwest of the project location. There are no planned land use changes at the study area.

Safety/crash history

Data collected from 2008 to 2017 for the RSA found that the majority of crashes involved turning movements onto or out of Sugar Street and over 75% of the recorded crashes were a version of angle crashes. The crashes peaked during commute (5pm) and lunch hours (11am-12pm) during the week. **Figure 3** and **Figure 4** show the distribution of crash type and the severity of the crashes. Crash type A is classified as an injury that prevents the victim from returning to normal activities but is not fatal. Crash type B is defined as an injury that is non-incapacitating but is visible, such as a laceration. Crash type C is defined as a possible but non-visible injury, such as pain but no visible wound. While most of the crashes reported in this time frame were type C or property damage, meaning lower severity crashes, this still is a concerningly high level of crashes for one intersection.

[2] Nampa GIS Data Portal

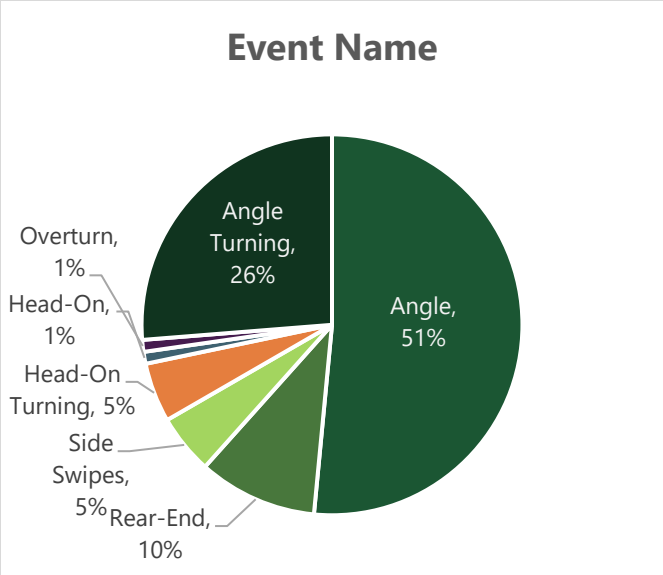

Figure 3: Crash Types

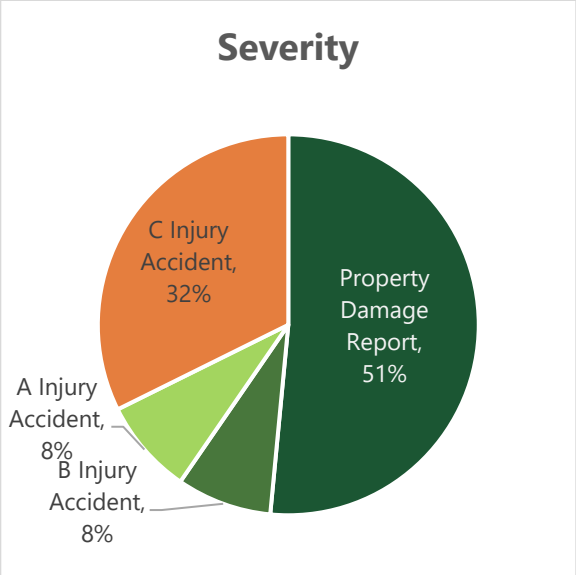

Figure 4: Crash Severity

Data collected from 2019 to 2023 shows there were 117 crashes in the vicinity of the Garrity Boulevard and Sugar Street intersection. This averages to just under 2 crashes per month. Over 80% of crash reports claim the crash was intersection related. The top contributing circumstance reported was failure to yield.

Between these two sets of crash data, it is clear that the current intersection layout is causing a high number of vehicular crashes. Addressing sight distance and road geometry are the two primary ways to reduce crashes at this location.

The sight distance issue from Sugar Street, looking west towards the rail overpass, is shown below. The current intersection sight distance for northbound Sugar Street is roughly 150 feet, which is significantly shorter than the suggested sight distance of 390 feet for a minor approach to a 35 mile an hour roadway. The sight distances issues can be visualized in Figure 5 and Figure 6, shown below.

Figure 5: Daytime Visual of Sight Distance Issue: Northbound Sugar Street Looking West

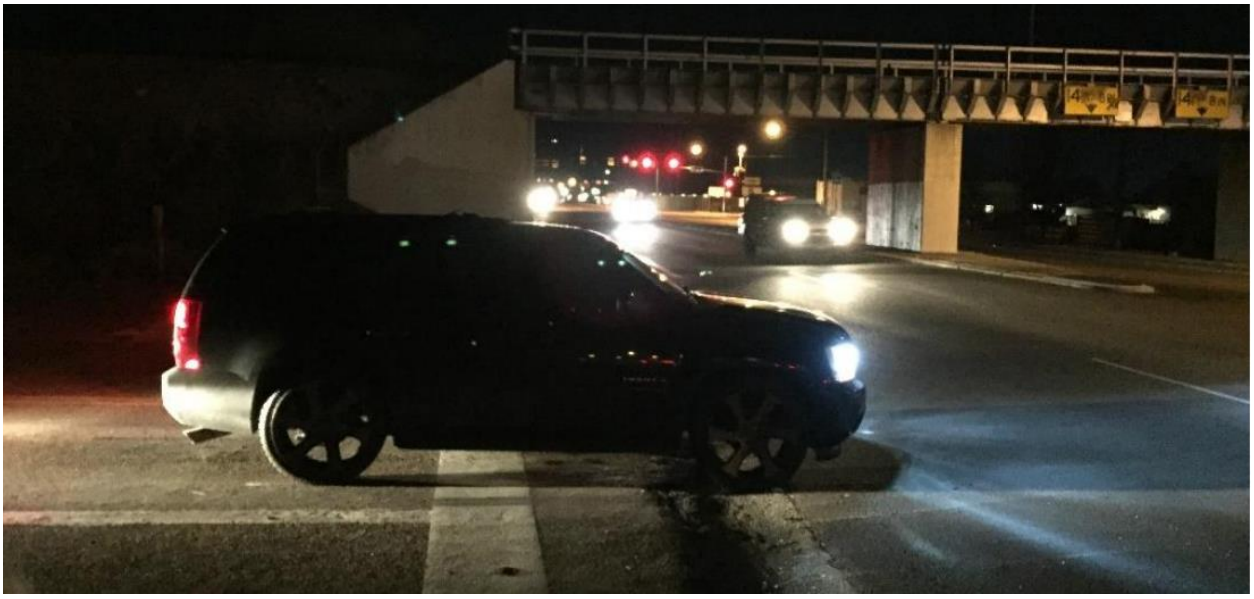

Figure 6: Nighttime Visual of Sight Distance Issue: Northbound Sugar Street Looking West

Vehicle

Roadway existing conditions include a 35-mph posted speed limit for the section of Garrity Boulevard being analyzed and a traffic signal at Garrity Boulevard and 16th Ave. The pavement was deemed to be in good condition per the RSA after being replaced through an Idaho Transportation Department pavement rehabilitation project in 2018.

Bike/pedestrian

Sidewalks and marked bike lanes exist traveling in either direction underneath the rail overpass. The bike lane is unprotected from the flow of vehicles and can lead to higher levels of discomfort for bicyclists using this road. Nampa would like to provide a separated path for bikes and pedestrians on the southern edge of Garrity Boulevard. Final alternatives provided in this report include the multi-use path.

Transit

Valley Regional Transit (VRT) provides on-demand service to the area surrounding this rail overpass.[3] VRT also provides a bus route (Route 40) that passes through this rail overpass. Route 40 has stops by the intersection of Venice St and Garrity Boulevard (roughly 1,000 feet to the east of this project) and at the intersection of 16th Ave and 7th St (roughly ¼ mile to the southwest of this project).

Utilities and irrigation

There are multiple underground and aerial utilities in the project corridor. The typical section on the next page depicts the existing underground utilities and their approximate locations. On the south side of Garrity Boulevard, there is a storm drain and irrigation line. A domestic waterline is present on the north side of the corridor and runs south into the park. Storm sewer is also present on the north side of the corridor. On Sugar Street, irrigation, wastewater, and domestic water are all present. Additionally, overhead power is present on both sides of the railroad corridor. These lines also support fiber and telecom. There are additional power poles along Garrity Boulevard in the immediate area around the railroad bridge. Some of these poles also support luminaires for street lighting.

The alternatives that include reconstructing the bridge would also require excavating the roadway underneath the bridge to meet vertical clearance requirements. The excavation may impact some underground utilities. The shoo-fly for the temporary railroad alignment will also impact one of the two pole lines along the railroad. A plan view of the utilities and parcels surrounding the project area can be found in **Appendix D**.

Stormwater

There are existing storm facilities in the corridor. There is a trunk line that is on the south side of the corridor on the west side of the project and crosses to the north side between 16th Avenue and the railroad bridge. The storm sewer will be impacted and may need to be lowered in the alternatives that require reconstructing the bridge (Alternatives A and B) to meet vertical obstruction requirements. A new sag will be introduced under the bridge in these alternatives as well. There are two existing manholes and two catch basins in the project limits that will require adjustment to grade.

[3] Nampa/Caldwell On-Demand

Alternatives

A preliminary round of alternatives was created and discussed with COMPASS and Nampa staff. All alternatives considered in the initial round are detailed in **Table 2** below.

Table 2: Description/configuration of initial alternatives considered

Alternative	Description
Alternative 1	Suggests adding indicators to northbound Sugar Street to warn of oncoming traffic. This alternative would allow for the rail structure, road, and network connectivity to remain the same while keeping monetary and environmental costs low. However, the efficacy of reducing crashes and improvements for pedestrians/cyclists would likely be low.
Alternative 2	Suggests restricting northbound Sugar Street to right in, right out. This would reroute traffic looking to make eastbound lefthand turns to Venice Street, further down Garrity Boulevard, where roadway improvements would likely need to be made. Key outcomes from this option include keeping the existing structure and most of the road layout. Alternative 2 offers another low monetary and environmental cost option but would disrupt network connectivity while the efficacy of reducing crashes is projected to be modest paired with low improvements for pedestrians/cyclists.
Alternative 3	Suggests turning Sugar Street into a cul-de-sac on the south side of Garrity Boulevard. Traffic accessing Sugar Street from Garrity Boulevard would have to use Venice Street. With this, the rail structure could remain and most of the road layout would be kept, and pedestrians/cyclists would benefit moderately. The cul-de-sac option offers the highest potential to reduce the number of crashes at the lowest monetary and environmental costs. However, the network connectivity would be largely impacted given the need to reroute traffic through Venice Street.
Alternative 4	Suggests a redesign and restripe Garrity Boulevard from 16th Avenue to Carnation Dr which would have the right-hand merge from 16th Ave onto Garrity Boulevard merge higher up allowing for better sight distance to Sugar Street. If this option were to be implemented, the efficacy of reducing crashes expected is low at a medium-low monetary cost. Further, the rail structure and network connectivity would remain the same while having low environmental costs but with low levels of improvement for pedestrians/cyclists.
Alternative 5	Suggests eliminating the free right on 16th and narrowing the lanes. The excess pavement would be used to shift the centerline northward for better sight distance. With this, the structure would remain with medium changes to network connectivity at a medium-low monetary cost. It is also expected that the environmental concerns would be low, but the improvements made for pedestrians/cyclists could be significant.
Alternative 6	Suggests adding a dog bone roundabout between 16th Avenue and Sugar Street which is predicted to have a high impact on reducing the number of crashes at medium monetary and low environmental costs. In this case, the existing rail structure would remain but considerable changes to the road layout would occur resulting in moderate pedestrian/cyclist improvements and no network connectivity impacts.
Alternative 7	Suggests moving north and south Sugar Street to the east. This would be an expensive option given that 2-4 properties would need to be taken and could result in possible environmental concerns. Additionally, this option is assumed to result in a medium ability to reduce crashes while allowing for moderate improvements to be made for pedestrians/cyclists. However, the impact to network connectivity would remain low and the existing rail structure would be maintained.
Alternative 8	This alternative is the most expensive option as it suggests fully rebuilding the bridge to include larger spacing between abutments and an overall widening of the underpass. The improvements to the number of crashes are expected to be significant as well as improves for pedestrians and cyclists while maintaining low network connectivity impacts. However, the environmental concerns with this change have the potential to be considerable, especially for the short term given that a shoefly would need to be temporarily put in place at a neighboring park while construction on the permanent bridge is done.

These initial alternatives were analyzed according to the criteria listed in **Table 3**, below. This analysis was done at a high level and detailed costs or estimated impacts are not included in this analysis. Of these initial alternatives three were carried forward for further scrutiny and consideration, which are in bold below. The three alternatives include: Alternative 5, which is redesigning the roadway between 16th Ave and Carnation drive; Alternative 8, which is rebuilding the railroad bridge to provide a large span between abutments; and a combination of alternative 5 and 8 which would reconstruct the roadway and bridge.

Table 3: Initial Alternative Analysis Criteria

Garrity Boulevard Rail Overpass Alternatives								
Alt	Key Outcome	Attributes	Efficacy of reducing crashes	Possible Environmental Concerns	Ped/Bike Improvements	Network Connectivity Impacts	Costs	In Safety Audit Report
1	Keep Structure & road layout	Add indicator to NB Sugar Street to warn of oncoming vehicles	Low	Low	Low	Low	$	Y
2	Keep Structure & most of road layout	Restrict NB Sugar Street to right in right out. Getting rid of Eastbound Left to Sugar Street. Improve Venice St Intersection.	Medium	Low	Low	High	$	Y
3	Keep Structure & some of road layout	Cul de sac South Sugar Street. Turn space into public benefit. Traffic accesses Garrity Boulevard via Venice St.	High	Low	Medium	High	$	N
4	Keep Structure	Redesign/restripe Garrity Boulevard from 16th to Carnation Dr.	Medium	Low	Low	Low	$$	N
5	**Keep Structure**	**Eliminate free right on 16th Ave. Reduce lane widths. Use excess pavement to shift centerline north to improve sight distance.**	**Medium**	**Low**	**Low**	**Medium**	**$$**	**Y**
6	Keep Structure	Dog bone intersection on Garrity Boulevard between 16th and Sugar St.	High	Low	Medium	Low	$$$	N
7	Keep Structure	Realign Sugar St. north and south to the east	Medium	High	Medium	Low	$$$$	N
8	**Full reconstruction**	**Redoing whole bridge widening the abutments and giving a wider overall underpass.**	**High**	**High**	**High**	**Low**	**$$$$$**	**Y**

Description/configuration of final alternatives considered

The final three alternatives are described below and are presented in **Figure 7** - **Figure 9**. All three alternatives meet the minimum requirement of this project of increasing the sight distance from Sugar Street to the necessary 390 feet. **Table 4** compares the final alternatives.

Alternative A rebuilds the bridge and redesigns the roadway of Garrity Boulevard from 16th Ave to Carnation Drive. The reconstruction of the bridge would include new abutments that are further away from the road, allowing for greater sight distance and provide space for a multiuse path underneath the bridge on either side of Garrity Boulevard. The roadway redesign would reconstruct the intersection of Garrity Boulevard & 16th Avenue to remove the free flow right turn lane. The portion of the roadway underneath the bridge would be excavated to remove current vertical clearance issues. Travel lanes would be reduced to 11 feet wide. A 10-foot-wide shared use path would be located on the southern side of the road and there would be adequate space for a similar path on the northern side of the road if that is desired in the future.

Alternative B rebuilds the bridge and leaves the roadway as is. Rebuilding the bridge includes moving the abutments further back from the roadway to provide better sight distance to all vehicles and allow for larger multiuse paths on either side of Garrity Boulevard. The roadway would be largely left as is, except for excavating the portion of the roadway under the bridge to address vertical clearance issues that are currently present. This alternative would leave the intersection of Garrity Boulevard & 16th Avenue as is. Multiuse paths would fit on either side of the roadway layout underneath the bridge.

Alternative C redesigns the roadway of Garrity Boulevard from 16th Avenue to Carnation Drive. The redesign would include reconstructing the intersection of Garrity Boulevard & 16th Avenue to remove the free flow right turn and bring eastbound traffic slightly more north to improve sight distances with the existing bridge. Travel lanes would be narrowed to 11 feet. A narrowed travel lane and roadway would allow for the desired 10-foot-wide multiuse path to fit on the southern side of the bridge with a two-foot buffer zone between the path and the roadway. As opposed to the other alternatives, the roadway would not be excavated, and the vertical clearance would remain the same. The northern side of Garrity Boulevard would continue to have a marked bike lane and sidewalk.

Table 4: Final Alternative Criteria

Reconstruct	Alternative A Bridge & Road	Alternative B Bridge	Alternative C Road
Estimated Costs	$16.29 million	$14.67 million	$2.46 million
Estimated Environmental Impact	Large temporary impacts	Large temporary impacts	Small temporary impacts
Multi-mobility impact	Exceeds desired improvements	Exceeds desired improvements	Meets desired improvements
Approximate Sight Distance	415 feet with a clear view of the intersection of 16th Ave and Garrity Boulevard	415 feet	400 feet

Alternative A

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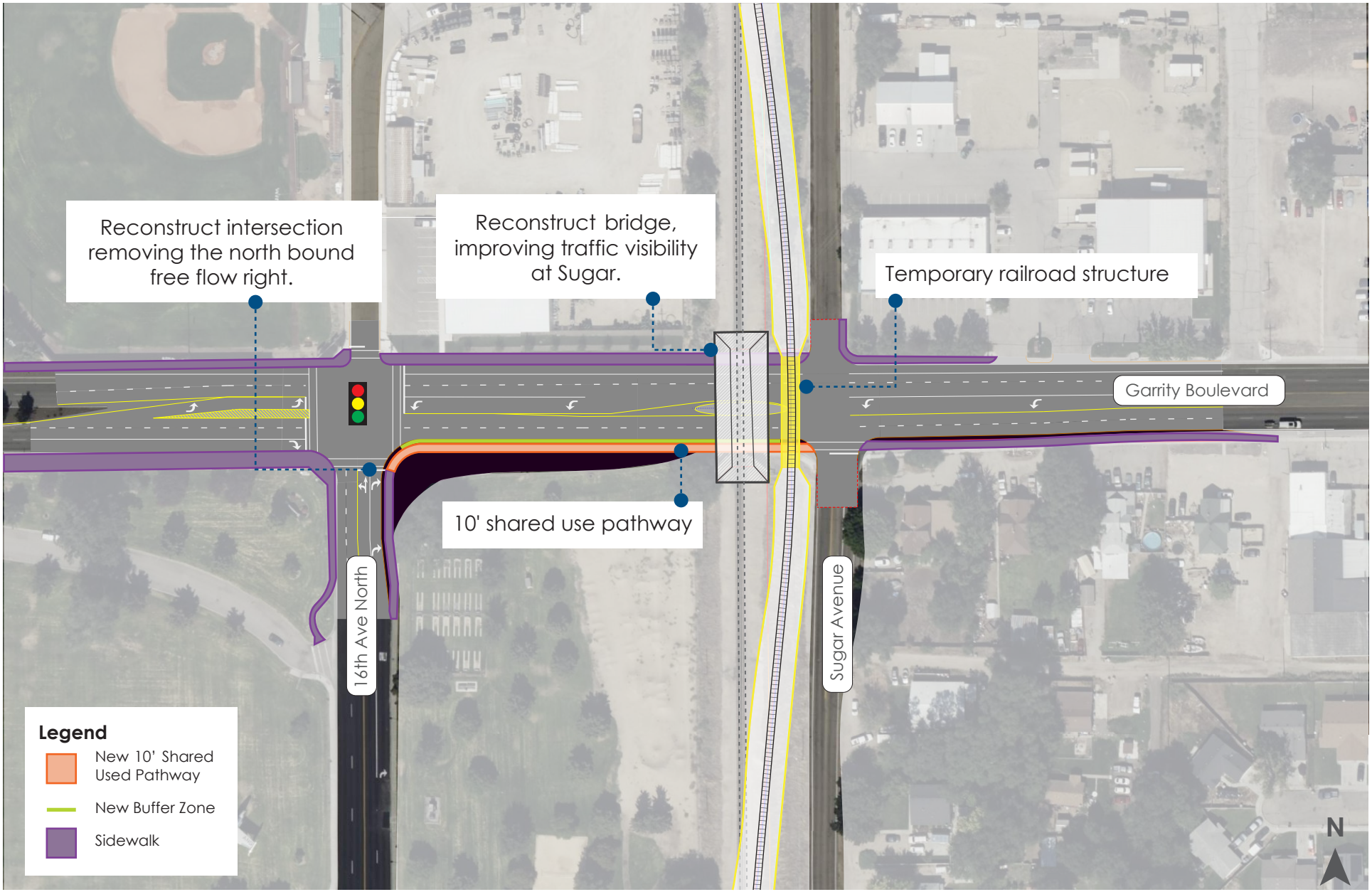

Figure 7: Alternative A

Alternative B

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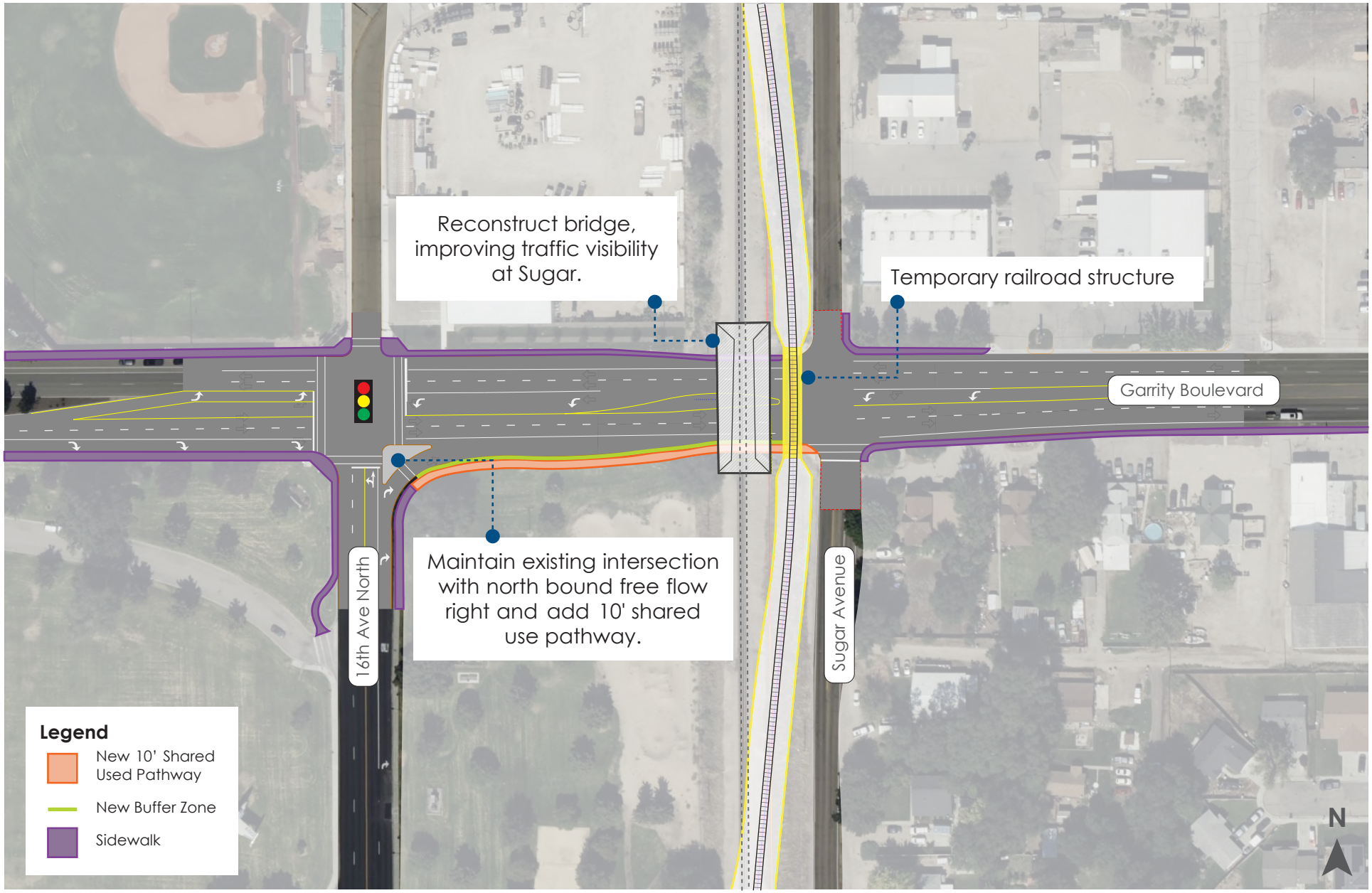

Figure 8: Alternative B

Alternative C

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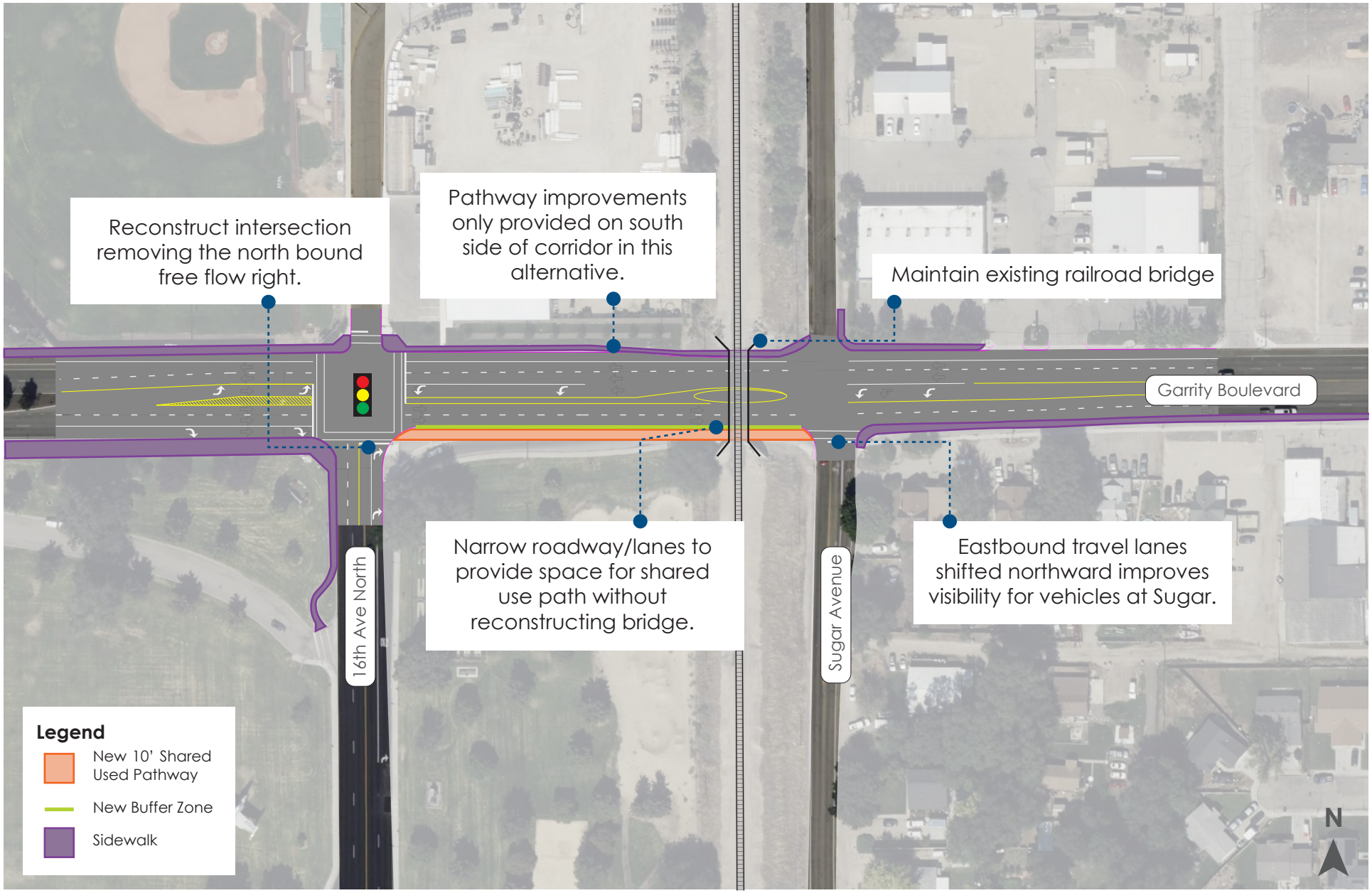

Figure 9: Alternative C

Analysis and preferred alternative selection

The final three alternatives were analyzed primarily on the four factors presented in **Table 4**, the estimated cost of implementing the scenario, the estimated environmental impacts of the scenario, the estimated multi-mobility impacts of the scenario, and the estimated intersection sight distance for northbound Sugar Street.

Description of selection process

All three final alternatives rated similarly on the multi-mobility impacts and the new sight distance. Each of the three final alternatives provides a 10-foot-wide multi-use path on the southern side of Garrity Boulevard, which is a goal for the City of Nampa. Alternatives A and B, which reconstruct the bridge, also allow space for a multiuse path on the northern side of the bridge. Alternative C does not increase the space on the northern side, though due to narrowed travel lanes a multiuse path would be able to fit in the future. A northern multiuse path in Alternative C would have less than two feet of buffer from the roadway, the southern multiuse path would fit the full desired two-foot buffer.

All three final alternatives also provide adequate sight distance for the sugar street intersection. Alternative three, which only reconstructs the roadway, is estimated to provide an intersection sight distance of 400 feet, which meets the recommendation of 390 feet. Alternatives A and B, which move the bridge abutments further from the roadway, provide a sight distance of 415 feet which reaches the intersection of 16th Avenue and Garrity Boulevard. Alternative A, which reconstructs the roadway and the bridge, would provide a completely clear line of sight to the intersection of 16th Avenue and Garrity Boulevard, meaning traffic at the stop bar on Sugar Street would be able to observe the turning movements at 16th Avenue and Garrity Boulevard.

The environmental impacts and financial costs of the three final alternatives do vary considerably. Alternatives A and B, which reconstruct the bridge, would have very significant temporary impacts. As part of rebuilding the bridge a temporary "shoo fly" (temporary parallel train track) would have to be constructed alongside the section of railway that would become unusable due to the bridge demolition. This shoo fly would take up significant space on either the east or west side of the current rail line and would require utilities on one side to be relocated. In our work we have assumed that the shoo fly would be placed on the eastern side of the current rail line. While it may not impact Sugar Street once up, it is possible that during construction and disassembly of the shoo fly Sugar Street becomes completely unusable to vehicles. The demolition and reconstruction of the bridge itself could possibly take multiple years and require multiple short-term closures of Garrity Boulevard. Alterative C, which reconstructs the roadway, would be a relatively short process and would require repaving and restriping the roadway along with reconstructing the intersection of Garrity Boulevard and 16th Avenue.

The financial costs of reconstructing the bridge are significantly higher than the costs of reconstructing the roadway. Alternatives A and B, which reconstruct the bridge, are expected to cost over 14 million dollars. Alternative C is expected to cost under three million dollars. Alternative C would cost roughly 15-17% of the costs of alternatives A or B.

Justification for preferred alternative(s)

Informed by the public feedback and the analysis performed during this preconcept report, the chosen preferred alternative is Alternative A, which includes reconstructing the bridge and roadway. Alternative A allows for the final design to fix all aspects of concern in this immediate area surrounding Garrity and Sugar, including resolving vertical clearance issues of the rail overpass. It is recommended that grant funding is pursued for Alternative A, which can pursue more grants than Alternative C since Alternative A includes reconstructing a portion of the railroad.

Even if funding for this project is secured it is expected that beginning construction of this alternative is still at least a few years away. As an intermediate solution it is recommended to restrict Sugar Street to right in and right out. As noted in the public comments this would remove the most dangerous turns from the intersection, though it would not address the issue of sight distance. If grant funding cannot be secured for the preferred alternative, Alternative A, then the second most popular alternative of reconstructing the roadway could be pursued. Alternative C, which involves just reconstructing the roadway, costs an estimated 2.5 million dollars which is considerably cheaper than the estimated costs of Alternative A which is roughly 16 million dollars. Therefore, if full funding for Alternative A cannot be achieved, then Alternative C provides an appropriate less expensive solution.

Public Engagement

Information regarding this study and an online survey were shared by the City of Nampa. The online survey received over 300 responses and Nampa's social media posts related to this project got many responses as well.

Engagement Process

The information that was shared with the public were a brief purpose, need, and background for the project as well as Figure 7 though Figure 9. Bulleted lists describing each alternative as well as the pros and cons for the associated alternative were attached to each figure. A project website was created with a link to a survey for the public to record how they use the intersection of Garrity Boulevard and Sugar Street, which alternative they preferred, and why. Links to the project website and survey were also posted on Nampa's social media sites to guide the public to the survey.

Public Feedback

Of the respondents to the online survey, over half of them claimed to be regular commuters that pass through the intersection on a regular basis. When asked which alternative they preferred roughly 42% selected Alternative A, which includes reconstructing the bridge and roadway. Roughly 28% of respondents selected Alternative C, which includes only reconstructing the roadway. There were 326 responses/comments from the question that asked respondents why they preferred a certain alternative. **Figure 10** and **Figure 11** below display the makeup of the survey respondents and their chosen alternative.

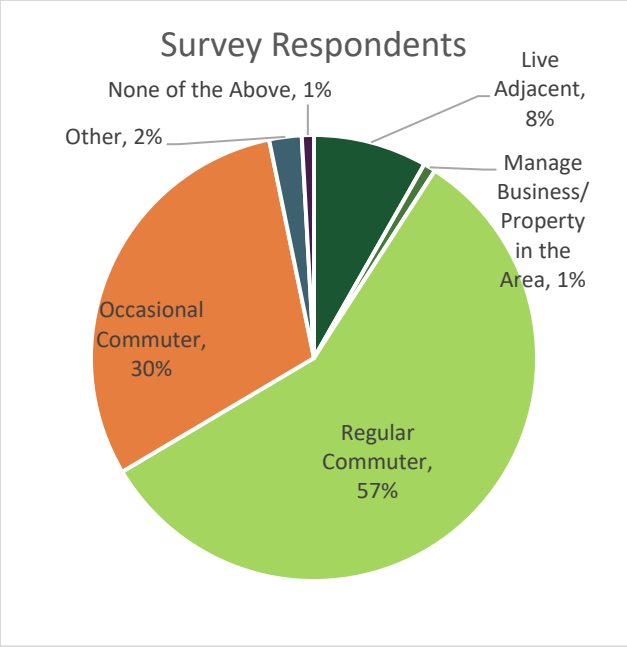

Figure 10: Survey Respondent Relation

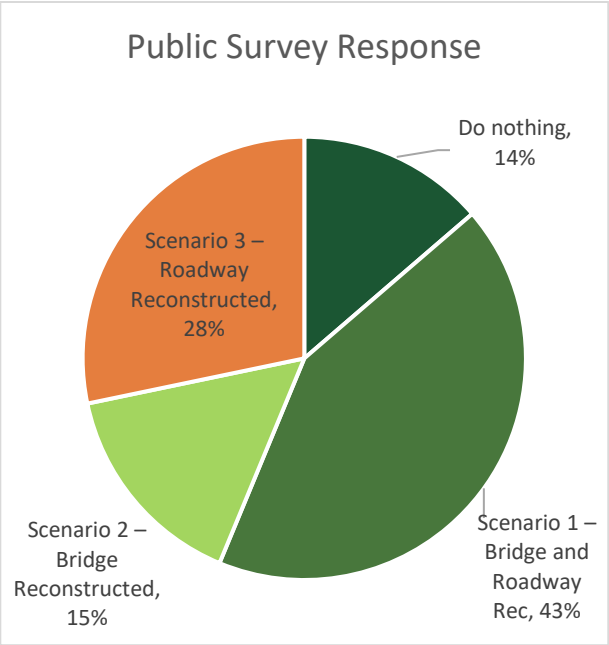

Figure 11: Respondents Chosen Alternatives

Popular themes among the comments received were that residents value a cost-effective solution, many (at least 41) think that restricting Sugar Street to right-in right-out should be tried before spending money on a larger project, and they would like any project to anticipate the long-term needs of the corridor as the region grows. Opinions varied widely on the removal of the free right at 16th Avenue. Some respondents wrote about how dangerous the current layout of the free right turn lane is and were happy to see it getting removed. Others thought that commuting traffic would come to a standstill if the free right turn was removed.

Right-of-Way/Easements Needed

None of the final alternatives under consideration (Alternatives A, B or C) would include permanent right-of-way impacts or require permanent easements. For Alternative C, which only includes redesign of the roadway, no additional ROW would be required. The existing roadway is wide enough to accommodate design changes to the road and not impact the surrounding properties. The construction phase is not expected to have significant temporary impacts on the surrounding area.

For Alternatives A and B, which include the rebuilding of the bridge, there will be impacts to the surrounding parcels. Construction will require a shoo fly, a temporary rail alignment parallel to the existing one, so that freight can continue to use this rail route while demolition and reconstruction of the bridge occur. This shoo fly will impact the properties on the side of the bridge that is determined to be more feasible for construction. Due to existing utilities on either side of the railway, utilities will likely have to be relocated prior to the construction of the shoo fly. Once the bridge has been rebuilt and the shoo fly is removed the existing right-of-way will be restored to its original condition. As part of the bridge rebuild it

will require lowering the roadway to meet necessary vertical clearance. Lowering the roadway may impact underground utilities.

To the East of the tracks the only property impacted would be that of Sugar Street, to the West of the tracks the properties impacted would be the Lakeview Park to the South and Oregon Short Line Railroad and a small industrial business to the North. It is expected that a temporary shoo fly could fit on the East side of the tracks, along Sugar Street and no privately owned parcels would need to be acquired during the construction process. Sugar Street may close to traffic due to the shoo fly and construction equipment, but access would be restored after construction. All potential right-of-way impacts on the project are expected to be temporary and to require temporary easements. Right-of-way acquisition is not expected. **Table 5** below details the parcels that may be impacted during the construction phase of the preferred alternative, Alternative A.

Table 5: Right-of-way/Easement Needs Summary Table

Parcel ID	Parcel Area (Acres)	Permanent Impacts (Acres)	Permanent Easement Impacts (Acres)	Temporary Easement Impacts (Acres)	Note
R14285643	47.34	0	0	0.05	Lakeview Park, Rodeo Park
R14285643C	9.77	0	0	0.1	Lakeview Park
R14285643D	2.38	0	0	0.1	NE Corner 16th Ave
R14980	0.38	0	0	0.03	SE Corner Sugar Intersection
R14285526B	0.62	0	0	0.1	NE Corner Sugar Intersection

Source: Canyon County Assessor's Web Map

Environmental Scan Summary

An Environmental Scan was performed for the project area that included a high-level assessment of cultural, biological, and social resources within the proposed project area. The full environmental scan and exhibits are included in **Appendix A**. This project intersects with 47 parcels. None of these parcels are tribal, state, or federally owned properties. Additionally, the project does not violate the Farmlands Protection Policy Act or any Federal Aviation Administration requirements. The National Register of Historic Places (NRHP) database was also consulted for parcels in the project area. There are no NRHP sites within or adjacent to the project area. Lakeview Park, Rodeo Park, and Stampede Park though are Section 4(f) properties. Coordination with the Nampa Parks Department will be required for the implementation of the project. No Section 6(f) properties are present.

The U.S. Fish and Wildlife Service (USFWS) lists two species within range of the project area: the Monarch Butterfly (*Danaus Plexippus*) which is a candidate species and the Slickspot peppergrass (*Lepidium papilliferum*), a threatened species. Thirteen migratory bird species are listed as potentially being present within the project area. Grading, trimming, and removal of vegetation should be scheduled outside peak

bird breeding season in order to protect potential migratory bird habitat when practicable. Due to the project location, there is no habitat for any state-listed species within the study area.

One water resource is mapped within the project area as seen in the mapping provided by the National Wetland Inventory (NWI). At the south end of the project area Mason Creek travels east to west under Sugar Avenue and the railroad track. While NWI is a useful screening tool, this does not provide a verified presence/absence of water resources, and an aquatic resources delineation and report would be required for any impacts to jurisdictional wetlands and other waters. Should the aquatic resources delineation find resources within the impact areas of the project, permitting through USACE, IDL, IDWR, and Idaho DEQ will be required, as applicable. Mason Creek has a Regulated Floodway and the southern portion of Sugar Avenue is within a 1% annual chance of flood. The intersection of Garrity Boulevard and Sugar Avenue is within a 0.2% annual chance of flood. Coordination with the local floodplain administrator may be necessary to ensure the project does not cause an increase in floodwaters

An environmental justice review was completed within the project area to determine the likelihood of disproportionately impacting minority, low-income, or disadvantaged populations or reducing access to community and social services in the area. Based on the data from the Environmental Protection Agency (EPA) environmental justice screening and mapping tool, the area southwest of the Garrity Boulevard and Sugar intersection is in the 79th percentile for the demographic index. The area also has notably high levels of low-income households. Since the goal of this project is to improve accessibility and safety, the project is expected to no have adverse effects on the community, however public outreach will be needed on the project to ensure residents in the area are aware of the project and are able to provide comment.

Utilizing the Idaho Department of Environmental Quality (IDEQ) Facility Mapper, there are four listed sites within the project area with leaking underground storage tanks and/or hazardous waste sites. These sites are not expected to pose an environmental concern to the project since they are located outside of the immediate project work and are all listed as inactive sites.

Stakeholders

City of Nampa Engineering Division

Staff from the City of Nampa's engineering division were invited to monthly meetings with other stakeholders to provide their comments throughout the pre-concept study process. Feedback from Nampa staff guided alternative development as well as public survey design. Nampa staff also provided valuable existing conditions data.

Idaho Transportation Department (ITD)

Staff from the Idaho Transportation Department were invited to monthly meetings with other stakeholders to provide their comments on alternative analysis. Feedback from the initial round of alternatives guided the project towards the final three alternatives presented.

Consultants

To the best of our knowledge, other consultants for the City of Nampa are not currently working or planning work in the area immediately around the Garrity Boulevard project area.

Railroads (UPRR, BVR, Watco)

Preliminary outreach to UPRR was conducted as a part of this study. The project team reached out to discuss the project, potential impacts to the rail overpass and any requirements from UPRR. UPRR is not able to meet to discuss projects they do not have a reimbursement agreement for; however, they did provide design standard documentation for the shoo-fly temporary alignment design and guidance for estimating railroad coordination costs. UPRR representatives could not provide a review of the project cost estimate without a reimbursement agreement.

Nampa Parks and Recreation Department

Staff from the Nampa Parks and Recreation Department were invited to monthly meetings with other stakeholders to provide their comments on temporary impacts. From reviewing alternatives and recognizing there would be no permanent impacts the staff agreed that the final alternative would not negatively impact the park or their long-range plan.

Public Involvement Plan

As part of this project a preliminary public involvement plan was created for when the chosen alternative begins the design phase. The public involvement plan, attached in **Appendix B**, intends to provide a guide for Nampa staff to get feedback from project stakeholders and the public in an efficient and meaningful way. The proposed public involvement includes: a project website, two public surveys, and one in person public involvement meeting.

Schedule

Before the design phase for this project begins it is important to reference the public involvement plan. Additional public feedback and involvement would be useful in the planning process of the alternative decided on. The first public involvement survey aims to finalize the project design with consideration to public comments. The second public involvement survey aims to educate the public about the final design and receive feedback on the construction timeline for the design. Engineering work on the final design is expected to take place after the first public survey once the design has been thoroughly reviewed by staff and the public. Construction is expected to take place after the second public survey has informed the public of the upcoming construction process and associated access closures.

Cost Estimate

The cost estimate was developed using bid tabs for recently awarded projects in the Treasure Valley. Percentages were used to estimate design costs, and a 30% contingency was provided. Permanent right-of-way acquisition is not anticipated with this project. Cost estimates are included in **Appendix C**.

Potential Funding Sources

Local Funding Sources

Potential local funding sources to support the capital construction of the final Garrity Boulevard improvements or to provide a local match for federal funding include:

- Funding from local or county tax measures such as sales or use tax
- Special assessments on property within neighborhoods or special districts
- A business improvement district that levies fees on local businesses in defined areas
- Parking or other use fees with specific allocation for transportation investment
- Financing capital costs through a partnered local bond measure

State/Federal Funding Sources

The United States Department of Transportation (USDOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) offer many grant programs for regional, and local entities to support transportation improvements. The capital costs for the Garrity Boulevard concepts could be generally eligible under the programs listed in **Table 6** below.

Table 6: Potential federal funding sources

Federal Funding Source	Awarding Agency	Description	Notes
Infrastructure for Rebuilding America (INFRA) Program	USDOT	The INFRA Program awards competitive grants to multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.	Garrity Boulevard is identified as a segment of the National Highway System.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant	USDOT	These grants fund transportation projects that have significant impact, including rail crossing improvements.	Garrity Boulevard Environmental Survey notes disadvantaged groups. Would benefit from coordinated applications with other projects or agencies.
Idaho Strategic Initiative Local Grant Program	Local Highway Technical Assistance Council	The funds from this program focus on addressing safety and mobility for projects that involve maintenance of existing roadway or bridge facilities.	Currently unfunded but could be a possible funding source in the future
Reconnecting Communities and Neighborhoods Pilot Grant Program	USDOT	This newer grant is dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure.	Eligible capital construction projects include the removal, retrofit, or mitigation of a dividing facility.

Safe Streets for All (SS4A)	FHWA	A discretionary program with funds available until 2026 for planning and capital projects that help improve roadway safety by reducing and eventually eliminating roadway fatalities and serious injuries.	COMPASS to complete a Safety Action Plan[4] by winter of 2025. Nampa would be eligible to apply. *
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Federal Railroad Administration	This program invests in railroad infrastructure projects that improve freight railroad safety, efficiency, and reliability and enhance multimodal connections.	Eligible projects include safety improvements, rail line relocation, measures to prevent trespassing, and more.
Highway Safety Improvement Program (HSIP)	FHWA	This program funds projects intended to achieve a significant reduction in traffic fatalities and suspected serious injuries on all public roads.	This funding source is linked to safety-planning efforts such as Safety Action Plans and the state Strategic Highway Safety Plan.
Railway-Highway Crossings (Section 130) Program	FHWA	An earmark of the Infrastructure Investment and Jobs Act (IIJA), this is an annual set aside of $245 million (2022-2026) will be available to remove hazards at railway-highway crossings.	Though Garrity Boulevard is off grade, there are no trespassing deterrents north and south along the rail line.
Capital Investment Grants (CIG)	FTA	This discretionary grant program funds transit capital investments, including rail and bus rapid transit.	Evaluate whether Garrity Boulevard preferred design alternative overlaps with regional planning priorities. **
Transportation Infrastructure Finance and Innovation Act (TIFIA)	USDOT Build America Bureau	This program provides direct loans, loan guarantees, and standby lines of credit for a very wide range of surface transportation projects.	Project must be shovel ready.
Railroad Rehabilitation & Improvement Financing (RRIF)	USDOT Build America Bureau	This program provides direct loans and loan guarantees to cover the costs of improving rail facilities.	Eligible projects include the improvement or rehabilitation of railroad bridges.

* For a project to be eligible for SS4A implementation funding, it must be identified in an eligible, complete Action Plan. See SS4A Implementation Grant Requirements for eligible project types. Consider coordinating with COMPASS as they develop the Action Plan.
** COMPASS is exploring a high-capacity transit option for the Treasure Valley. Such a project would likely be eligible for CIG Small Starts funding and presumably access Nampa via Garrity Boulevard. If so, coordination may support longer-term overlapping project needs.

Potential Idaho state funding opportunities to cover capital construction, ROW acquisition costs, or a federal match include:

- The existing Transportation Expansion & Congestion Mitigation state bonding program[5], part of ITD, was recently expanded by $50 million[6] via the Idaho Works Funding Plan. This will allow the state to bond for an estimated additional $800 million for new transportation infrastructure improvements and an additional $200 million for local bridges in need of repair or replacement.
- Additional ongoing ITD funding programs including:
    - Idaho Transportation Investment Program (ITIP)

[4] COMPASS Regional Safety Action Plan Homepage
[5] Transportation Expansion and Congestion Mitigation Fund fact sheet
[6] FY 2025 Idaho Budget

- Statewide Transportation Improvement Program (STIP)

COMPASS Transportation Improvement Program (TIP)

Comprehensive purpose and need description for grant narrative

Benefits Expected

This project is expected to significantly reduce the number of crashes occurring at the intersection of Sugar Street and Garrity Boulevard primarily by improving intersection sight distance. One way to approximate the reduction in crashes is by applying a Crash Modification Factor (CMF). CMFs are an attempt to statistically approximate the reduction in crashes due to a design change of a portion of roadway. The assumed crash reduction by increasing sight distance at an intersection can be calculated using the study linked here.[7] Note that this study received 3 of 5 stars so it may not be accepted by some agencies. Using this study, the CMF associated with the increase in sight distance in each of the final three alternatives is roughly 0.32, meaning a 68% reduction in crashes. If there is a 68% reduction in crashes at this intersection the 5-year crash total would reduce from 117 crashes to 37. By including a separated multiuse path this project is also anticipated to improve multi-modal access in the area, particularly to the regional Lakeview Park that is adjacent to this project.

Evidence Problem Exists

Data collected from 2019 to 2023 shows that there are roughly 2 crashes at this intersection each month. And the vast majority of those crashes are intersection related. This indicates that the current design of this intersection is causing issues for drivers. A road safety audit, performed in 2019, found that sight distance was the primary cause of intersection related crashes at this intersection.

Applicable Strategic Goals

This project would align with COMPASS's goals in their Communities in Motion 2050 plan of safety and connectivity by providing a safer transportation system for all users and improving walk and bike amenity connectivity in the region. It would also help meet the goal of accessibility and mobility by expanding the multi-mobility network.

Consistency with Existing Plans and Documents

Nampa's Comprehensive plan, Nampa 2040, lists one of its objectives as promoting a multi-modal transportation system and another of building the pedestrian bicycle system. By expanding the walk and bike network the multi-mobility of the city will be enhanced and provide potential connections to future multi-modal projects. One of the six action items listed in the transportation chapter of the Nampa comprehensive plan is to improve pedestrian and bicycle connections among land uses in the city to create a continuous and seamless system. This project would be one part of a much larger effort to complete this action item.

[7] https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9657

Next Steps

Once this project proceeds to the design phase it is expected that the following steps will occur.

1. Begin coordination with railroads, formal agreement is required before construction
2. Identify and secure funding
3. Follow Public Involvement Strategy
4. Complete final design engineering
5. Demolition and reconstruction

Appendix

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Appendix A: Environmental Scan

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Idaho Fish And Wildlife Office
1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657
Phone: (208) 378-5243 Fax: (208) 378-5262

In Reply Refer To: 09/11/2024 12:02:54 UTC
Project Code: 2024-0142428
Project Name: Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

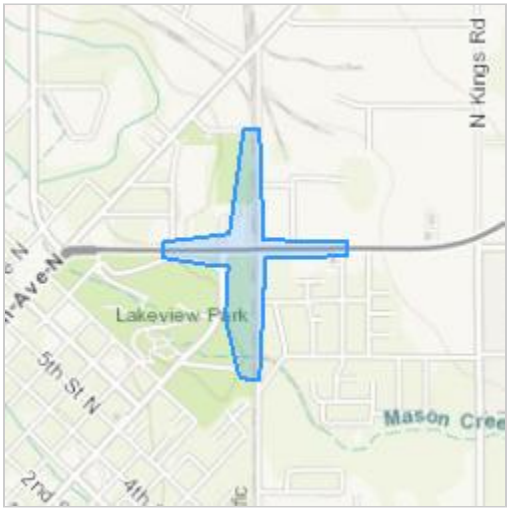
This species list is provided by:

Idaho Fish And Wildlife Office
1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657
(208) 378-5243

PROJECT SUMMARY

Project Code: 2024-0142428
Project Name: Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements
Project Type: Road/Hwy - Maintenance/Modification
Project Description: The proposed project is located at the intersection of Garrity Boulevard and Sugar Avenue in Nampa, Idaho.
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@43.586518850000004,-116.54310054480185,14z



Counties: Canyon County, Idaho

ENDANGERED SPECIES ACT SPECIES

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus*	Candidate

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/9743

FLOWERING PLANTS

NAME	STATUS
Slickspot Peppergrass *Lepidium papilliferum*	Threatened

Population:
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/4027
General project design guidelines:
https://ipac.ecosphere.fws.gov/project/WDWJTVAM5JFJPMQTGNBPVLEEJE/documents/generated/7151.pdf

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

---

1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.

3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to Bald Eagle Nesting and Sensitivity to Human Activity

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

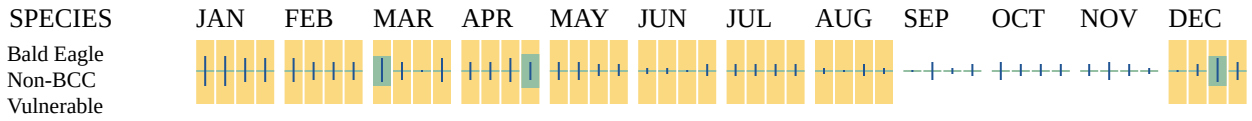
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

■ probability of presence ■ breeding season | survey effort – no data



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Avocet *Recurvirostra americana* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11927	Breeds Apr 21 to Aug 10

NAME	BREEDING SEASON
American White Pelican *pelecanus erythrorhynchos* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/6886	Breeds Apr 1 to Aug 31
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Black Tern *Chlidonias niger surinamenisis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20
California Gull *Larus californicus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10955	Breeds Mar 1 to Jul 31
Calliope Hummingbird *Selasphorus calliope* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9526	Breeds May 1 to Aug 15
Cassin's Finch *Haemorhous cassinii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9462	Breeds May 15 to Jul 15
Clark's Grebe *Aechmophorus clarkii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10575	Breeds Jun 1 to Aug 31
Evening Grosbeak *Coccothraustes vespertinus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9465	Breeds May 15 to Aug 10
Forster's Tern *Sterna forsteri* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11953	Breeds Mar 1 to Aug 15
Franklin's Gull *Leucophaeus pipixcan* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10567	Breeds May 1 to Jul 31

NAME	BREEDING SEASON
Northern Harrier *Circus hudsonius* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8350	Breeds Apr 1 to Sep 15
Olive-sided Flycatcher *Contopus cooperi* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Rufous Hummingbird *Selasphorus rufus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds Apr 15 to Jul 15
Western Grebe *aechmophorus occidentalis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

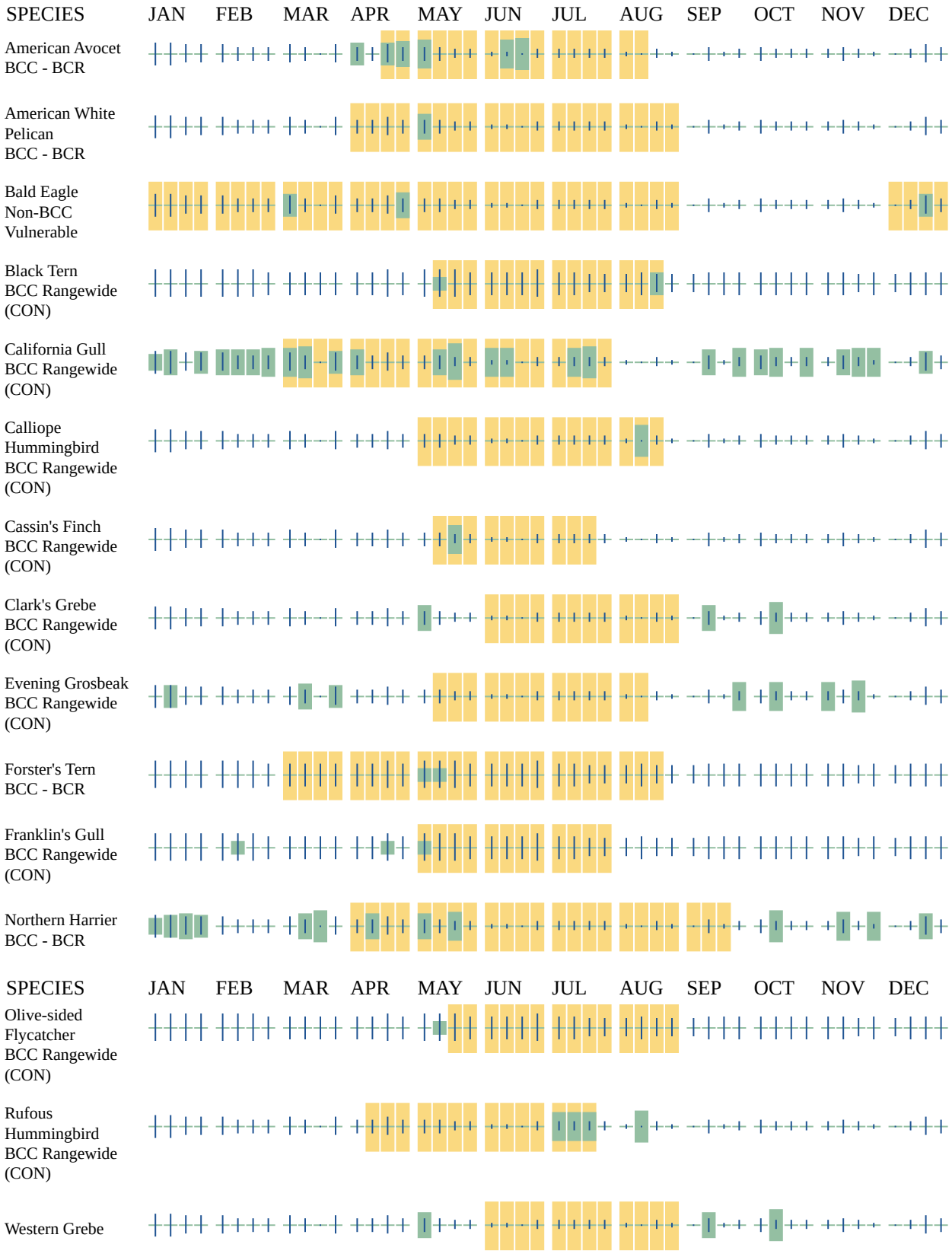
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

■ probability of presence ■ breeding season | survey effort – no data


SPECIES
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
American Avocet
BCC - BCR
American White Pelican
BCC - BCR
Bald Eagle
Non-BCC
Vulnerable
Black Tern
BCC Rangewide
(CON)
California Gull
BCC Rangewide
(CON)
Calliope Hummingbird
BCC Rangewide
(CON)
Cassin's Finch
BCC Rangewide
(CON)
Clark's Grebe
BCC Rangewide
(CON)
Evening Grosbeak
BCC Rangewide
(CON)
Forster's Tern
BCC - BCR
Franklin's Gull
BCC Rangewide
(CON)
Northern Harrier
BCC - BCR
SPECIES
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
Olive-sided Flycatcher
BCC Rangewide
(CON)
Rufous Hummingbird
BCC Rangewide
(CON)
Western Grebe

BCC Rangewide
(CON)

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

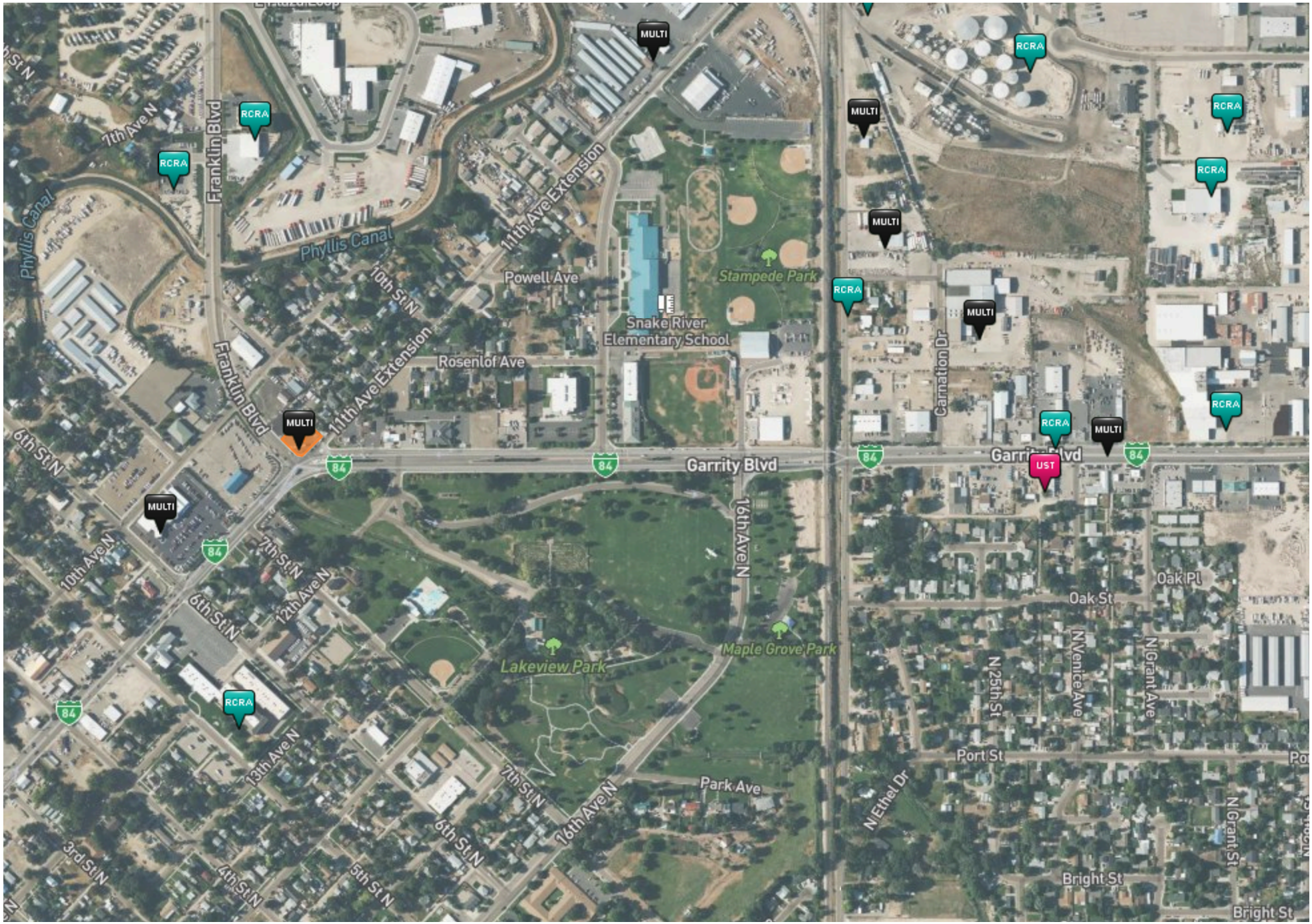
Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

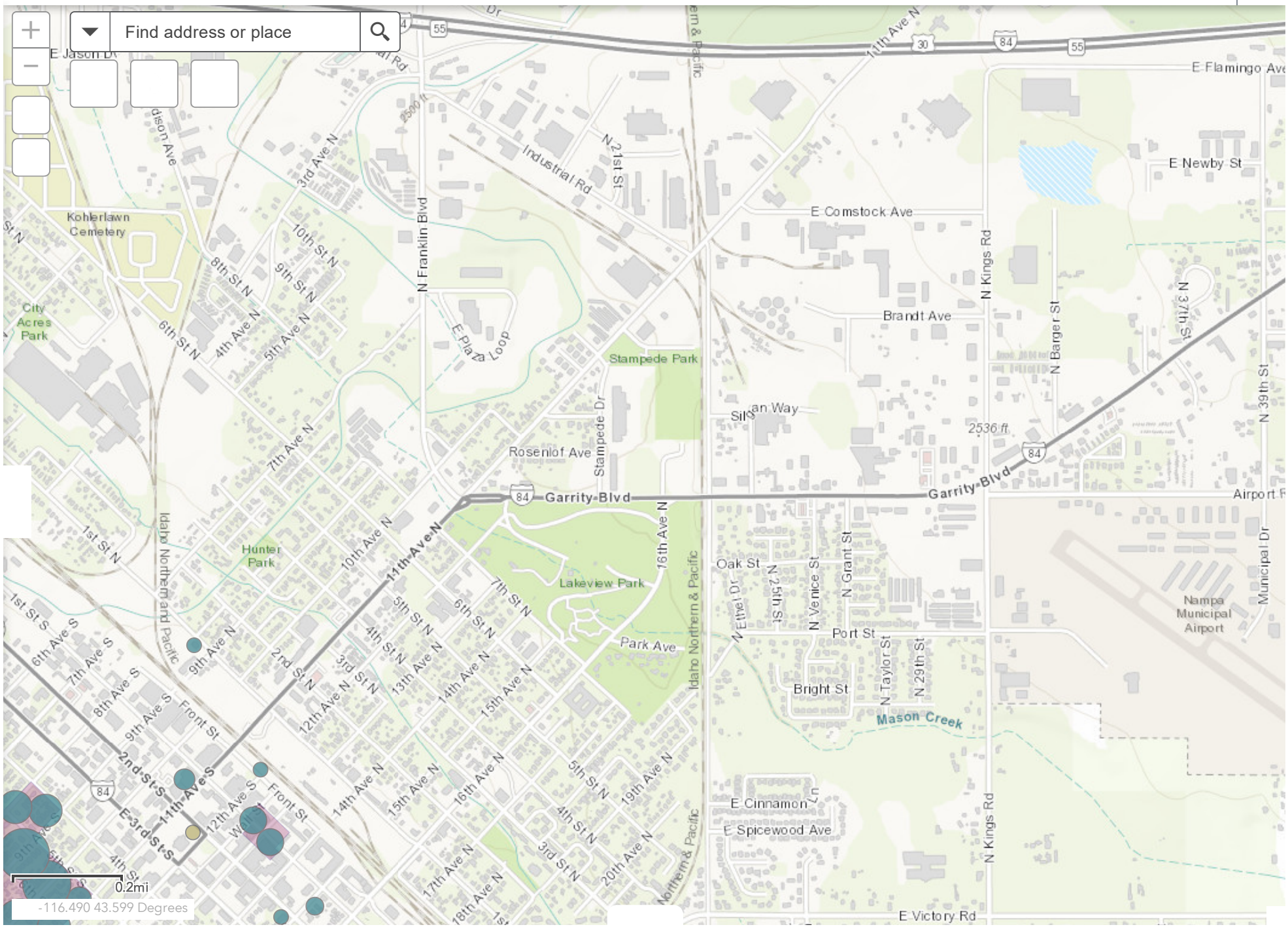
- R4SBCx

IPAC USER CONTACT INFORMATION

Agency:	County of Canyon
Name:	Crystal Scales
Address:	330 Rush Alley
Address Line 2:	Suite 700
City:	Columbus
State:	OH
Zip:	43215
Email	crystal.scales@burgessniple.com
Phone:	6144597272


MULTI
RCRA
UST
Franklin Blvd
7th Ave N
Phyllis Canal
10th St N
11th Ave Extension
Powell Ave
Snake River Elementary School
Stampede Park
Rosenlof Ave
Carnation Dr
Garrity Blvd
6th St N
10th Ave N
7th St N
12th Ave N
16th Ave N
Lakeview Park
Maple Grove Park
13th Ave N
Park Ave
3rd St N
4th St N
5th St N
Oak Pl
Oak St
N 25th St
N Venice Ave
N Grant Ave
Port St
N Ethel Dr
Bright St
84

National Register of Historic Places in Idaho



NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures.** Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 11. The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum.** For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov/ or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC- 3, #9202
1315 East- West Highway
Silver Spring, MD 20910- 3282

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713- 3242,** or visit its website at http://www.ngs.noaa.gov/.

Base map information shown on this panel was provided by the U.S. Department of Agriculture Farm Service Agency Aerial Photography Field Office. Orthophotos were produced at a scale of 1:12,000 from photography dated June 21, 2004.

This map reflects more detailed and up- to- date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables *in the Flood Insurance Study report (which contains authoritative hydraulic data)* may reflect stream channel distances that differ from what is shown on this map.

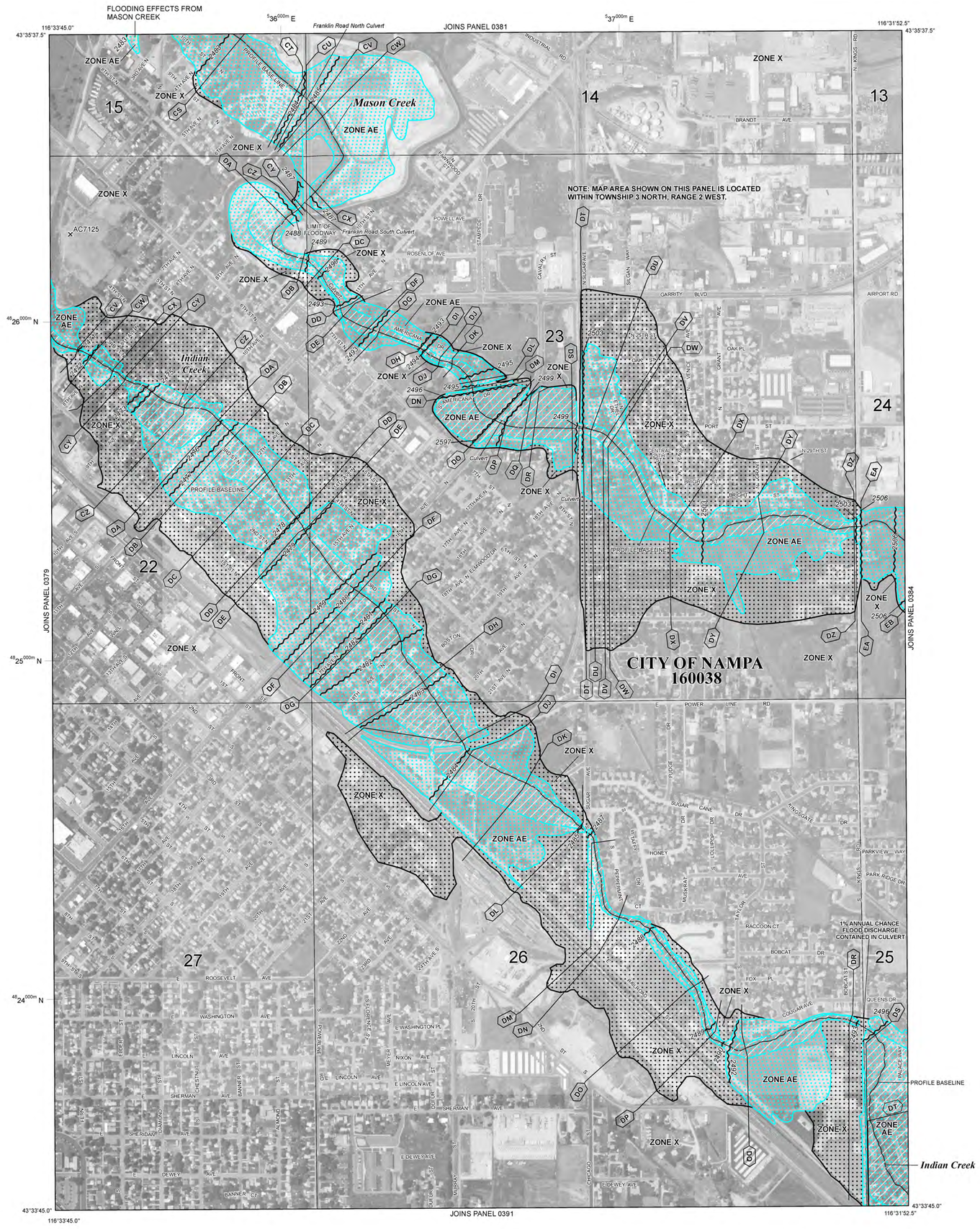
Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de- annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1- 800- 358- 9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, *a Flood Insurance Study report*, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1- 800- 358- 9620 and its website at http://www.msc.fema.gov/.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1- 877- FEMA MAP** (1- 877- 336- 2627) or visit the FEMA website at http://www.fema.gov/.

The **profile baselines** depicted on this map represent the hydraulic modeling baselines that match the flood profiles in the FIS report. As a result of improved topographic data, the profile baseline, in some cases, may deviate significantly from the channel centerline or appear outside the SFHA.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE A99 Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

- A–A — Cross section line
- 23–23 — Transect line
- 97°07'30", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
- 4275 000m N — 1000-meter Universal Transverse Mercator grid ticks, zone 11
- 6000000 M — 5000-foot grid ticks: Idaho State Plane coordinate system, west zone (FIPSZONE 1103), Transverse Mercator
- DX5510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
May 24, 2011
EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1- 800- 638- 6620.

MAP SCALE 1" = 500'
250 0 500 1000 FEET
150 0 150 300 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0383F

FIRM
FLOOD INSURANCE RATE MAP
CANYON COUNTY, IDAHO
AND INCORPORATED AREAS

PANEL 383 OF 575
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
NAMPA, CITY OF	160038	0383	F

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
16027C0383F

EFFECTIVE DATE
MAY 24, 2011

Federal Emergency Management Agency

0 500 1,000 2,000 Feet

Garrity Boulevard & Sugar Avenue
Nampa, ID 83687
Canyon County

Sources:
Non Orthophotography Data: National Wetlands Inventory Layer
Orthophotography: ESRI World Imagery
Map Projection: WGS 1984 Web Mercator
Map Datum: WGS 1984

NWI Map

BURGESS & NIPLE
Engineers ■ Planners ■ Environmental Scientists

September 2024

Appendix B: Public Involvement Plan

COMPASS
COMMUNITY PLANNING ASSOCIATION of Southwest Idaho

BURGESS & NIPLE FEHR PEERS

Public Involvement Plan

Date: September 12, 2024

To: Compass

From: Matt Hastings, Fehr & Peers

Subject: Nampa Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements Pre-Concept Report: Public Involvement Plan

UT24-2473

PURPOSE

This document outlines the future involvement strategy for the Nampa Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements Study. The Public Involvement Plan ("PIP" or "Plan") identifies the following:

- Involvement goals
- Audiences
- Summary of past involvement efforts
- Involvement challenges
- Current involvement activities
- Roles and responsibilities

INVOLVEMENT GOALS

The overarching goal of the involvement process is to strive for a broad range of meaningful public participation from the community during the future planning process. Stakeholders and members of the public should feel informed about the project and have ongoing opportunities for providing feedback.

The purpose of involvement activities associated with the Nampa Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements Study:

- Raise awareness about Nampa's planning process and the development of Nampa Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements Study.
- Inform stakeholders and the community about the future project's key issues and objectives.

- Educate the public on when and how they can provide feedback to drive change in the future Nampa Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements Study.
- Ensure active involvement and listening to the community at critical project stages.
- Strengthen relationships with residents, partners, and the public through genuine involvement.
- Involve the community in decision-making to enhance trust, transparency, and informed decisions.
- Spark fresh ideas and offer feedback on existing plans, policies, and projects.
- Foster consensus among stakeholders, including community members and government officials.
- Promote collaboration and partnerships among various stakeholders for shared goals and opportunities.

AUDIENCES

STAKEHOLDERS

The stakeholder group should be developed based on information from Nampa staff and coordination with the secondary party, if another party is to be involved in the execution of the public involvement process. The stakeholder group should be made up of representatives from a range of interests within the project area. The group may include representatives from the following:

- COMPASS
- Residents and other property owners living on the project corridor
    a. Nampa will assist with this information
- City Elected Officials
- City of Nampa staff
- Nampa city council
- Nampa transportation advisory group
- Railroad Stakeholders
    a. WATCO
    b. Union Pacific
    c. Boise Valley Railroad
- Idaho Transportation Department
- Other Public Agencies

SUMMARY OF PAST INVOLVEMENT EFFORTS

Nampa Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements Study Preconcept Report - A website was created for a public survey on preferred alternatives during the pre-concept report process for this project. The online survey received over 400 results and many comments were left on the four social media posts about the project. See the pre-concept report for more details on this involvement effort.

City of Nampa Transportation Master Plan – In 2018 the City of Nampa led workshops where the city presented information, collected feedback, and gauge public views about the transportation needs of the city. Some factors that were ranked as most critical included fewer crashes and improved pedestrian safety.

Nampa Bicycle and Pedestrian Master Plan – In 2019 the City of Nampa conducted an online survey and conducted an open house to gather community feedback. Key themes included the desire for more off-street pathways and enhanced crossings. Obstacles to biking and walking included feeling unsafe and poorly maintained sidewalks and bike lanes.

POSSIBLE INVOLVEMENT CHALLENGES

The following issues may present challenges as stakeholder and community involvement are conducted for the Nampa Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements Study:

- Involvement burnout among the residents and stakeholders in the project area
- Pushback from the public regarding recommendations outlined in Nampa Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements Study
- Lack of clarity or a limited understanding of Nampa's planning process, analysis, and/or motives
- Limited involvement and participation from community members
- Limited diversity and representation: Ensuring public involvement efforts are inclusive and representative of the community
- Managing conflicts and differing opinions among residents and stakeholders. For example, newer residents may have different priorities than more established ones.
- Lack of understanding of the need for this project

RECOMMENDED PUBLIC INVOLVEMENT PLAN ACTIVITIES

As summarized in **Table 2** and further detail below, the proposed involvement plan is as follows:

Table 2. Proposed Possible Involvement and Activities

TYPE	NUMBER OF TIMES	DATES	PURPOSE/NOTES
Stakeholder List	At the beginning of the project and updated throughout the project after each outreach event	Duration of project	*To keep track of involved community members and help facilitate future communication*
Project Website	Updated regularly	Duration of project	*Geared towards providing information related to the project and updated regularly on an as-needed basis.*
Social Media	Updated regularly	Prior to public involvement meetings	*Helpful for social media posts to be from Nampa or other common source for residents..*
Public Involvement Survey#1	Once	TBD	*To inform the community about the project and help identify the preferred design*
Public Involvement Meeting and Survey #2	Once	TBD	*To inform the community about the project's chosen design and receive feedback on construction timeline.*
Public Survey	Twice throughout the project – one for each public involvement meeting.	TBD	*To identify issues and values and to gather feedback on the draft recommendations.*
Piggyback on Concurrent Namapa Projects with PI Component	As opportunities arise	As opportunities arise	*If multiple projects are happening simultaneously in Nampa, combining public involvement may reduce burnout from the public*

Nampa and a secondary party, if involved, will work together to ensure consistent messaging across different communication methods.

WEBSITE

There should be one project website, hosted by Nampa, where the public can find relevant information on the project. The website will launch before the first survey is distributed and will be updated regularly on an as-needed basis and one week before each public involvement outreach effort.

At launch, the website will contain the following:

- A project description
- Map of the project area
- Upcoming events (once scheduled)
- Survey #1 (once finalized)

SOCIAL MEDIA

Social media can be a key tool for educating and informing the public about Nampa Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements Study. Therefore, it is suggested that Nampa should develop content for social media outreach materials for this project. In addition, online resources should be made available, and updates to the project and

opportunities for public feedback should be announced regularly on Nampa's social media channels.

STAKEHOLDER LIST

The task consists of identifying key stakeholders, organizations, businesses, and people that should to be involved in developing the concept. A single list should be compiled of all stakeholders and updated after public meetings and outreach events in case changes are necessary. The group may include representatives from the following:

- COMPASS
- Residents and other property owners living on the project corridor
    a. Nampa will assist with this information
- City Elected Officials
- City of Nampa staff
- Nampa city council
- Nampa transportation advisory group
- Railroad Stakeholders
    a. WATCO
    b. Union Pacific
    c. Boise Valley Railroad
- Idaho Transportation Department
- Other Public Agencies

OUTREACH #1 – ONLINE SURVEY

The first public involvement effort will focus on gathering information from the public on what issues and values are important via an online survey. The first survey will be embedded on the project website with the assets described below. This content will be provided in an online survey format in English, with hard copies provided as requested for those without access to the digital survey. This survey will be available for at least two weeks unless otherwise agreed upon. Questions will focus on identifying important issues and values.

OUTREACH #2 – HYBRID

Outreach #2 will be a hybrid outreach approach. One in-person public involvement meeting will be held as part of this project. If necessary, the public involvement meeting will be scheduled to allow for out-of-town staff to attend. One week before the public involvement meeting, the project website should be updated with a new survey containing the same information and questions that will be presented at the in-person public involvement meeting. Announcements will be made on Nampa social media platforms, and boards and other materials, as described below under Public Involvement Meeting Assets, will be developed.

The public involvement meeting will focus on presenting options based on the analysis and what was heard from the first public involvement effort (Outreach #1) and soliciting feedback from attendees to help determine which option(s) respondents find acceptable and welcomed by the neighborhood.

PUBLIC INVOLVEMENT MEETING ASSETS

SURVEYS

Two online surveys will be developed. The survey should be formatted on the project webpage to build upon and add to the feedback already received via the project website and Nampa's customer service resources or social media. This content will be provided in an online survey format in English, with hard copies to be provided as requested for those without access to the digital survey. Each survey ought to be available for at least two weeks unless otherwise agreed.

The first survey will be embedded on the project website. Questions will focus on the presented options that solicit constructive feedback on these options and to help determine which option(s) respondents find acceptable and welcomed.

The second survey will be embedded on the project website and open during the second public involvement meeting with questions regarding the presented option and timeline that solicit constructive feedback on the final option and to help determine a construction timeline that respondents find acceptable and welcomed. The material presented in the survey will match the information presented in the in-person public meeting.

INFORMATION BOARDS

Before the meeting, information boards will be developed for display at the meeting. These include the following standard boards: welcome, study area, purpose, schedule, what we heard, facility graphics, and interactive feedback stations: maps and technical boards. In addition, smaller, printed copies of the boards could be made available.

Printing may require a minimum lead time of one to two weeks depending on the process chosen for the information boards. The project website should be updated as soon as materials on the information boards are finalized and will contain the same information as the information boards.

EXECUTIVE SUMMARIES

Two total executive summaries of major themes from what was heard from the public will be developed. Each executive summary will collect and summarize public input, outlining the most common themes. Once reviewed, the information will be processed into an infographic format.

ROLES AND RESPONSIBILITIES

It is possible that the public involvement for this project is handled by Nampa entirely or split between Nampa staff and another party. Another party that could participate in this process could be a consultant hired by Nampa or another agency that is involved in the project. In the case that the responsibility of public involvement will be split, the following breakdown of roles is recommended. If all responsibilities are going to be held by Nampa, then the roles for each group below would be applied to Nampa alone. The following groups will have these defined roles:

NAMPA STAFF

Nampa Staff will be responsible for the following:

- Provide guidance and approval on project logo during development and ensure use is consistent throughout
- Reviewing and approving the Nampa Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements Study involvement plan and coordinating with the secondary party to ensure all relevant parties have the same approved final version
- Provide any additional lists the agency may have from other adjacent projects for the stakeholder list.
- Inform and provide meeting notes and slide decks for any project-related presentations that Nampa receives.
- Support the secondary party in coordinating and preparing materials for the public involvement meetings.
- Assist the secondary party in coordinating the public involvement meeting
- Follow up with property owners not being represented to allow everyone to be involved in the process.
- Organizing and coordinating all aspects of internal involvement efforts in Nampa
- Providing information on existing involvement resources, efforts, and lessons learned from past involvement efforts to Nampa
- Advertising events through Nampa-managed channels, including website, social media channels, and other methods
- Setting up and updating the project webpage
- Managing all social media, including announcements and updates
    - Provide the secondary party with regular involvement statistics from social media channels (typically after each Activity mentioned in the **REcommended Public Involvement Plan Activities** table).

    - Potentially reaching out to stakeholders and other community entities within COMPASS's service area to encourage them also to post project updates on their social media platforms

- Reviewing and approving the two public survey drafts
- Reviewing and approving the website materials
- Coordinating communication and connecting Nampa with relevant staff in other departments at Nampa who are crucial to the execution of this Public Involvement Plan
- Coordinate involvement efforts between the Nampa Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements and other concurrent involvement efforts on adjacent projects

SECONDARY PARTY STAFF

The secondary party (consultant or other agency) staff will be responsible for the following:

- Developing the project logo, graphic design, etc., and helping Nampa ensure use is consistent throughout
- Draft initial questions for both public surveys
- Compile and maintain the stakeholder list provided by Nampa and update it after the public meeting and other outreach events
- Prepare digital material, with guidance from Nampa, including presentations and maps for the public involvement meeting
- Identifying and coordinating the location for the in-person meeting, scheduling the location to include adequate time for set up per Nampa's instructions and assuring the location is ADA accessible.
- Prepare for, setup/teardown, manage, and attend the public involvement meeting
- Prepare and print information boards for the public involvement meeting
- Implementing both public surveys, including collecting and analyzing results
- Support Nampa in the collection, retention, and storage of public comments and feedback.

NAMPA & SECONDARY PARTY STAFF

Both **Nampa and the secondary party** will work together to:

- Ensure that messaging is consistent across different communication methods.
- Ensure that project branding is consistent throughout the project
- Coordinate ongoing communication with relevant people in Nampa.
- Coordinate and communicate with one another on public involvement efforts throughout the project.

Appendix C: Cost Estimates

Garrity Crossing Cost Estimate

Alternative A

	Unit	Quantity	Unit Price	Item Cost
Removals	LS	1	$ 400,000.00	$ 400,000.00
Embankment	CY	1500	$ 20.00	$ 30,000.00
Excavation	CY	5000	$ 20.00	$ 100,000.00
Full Depth Pavement	SY	4152	$ 65.00	$ 269,880.00
Mill and Inlay	SY	16722	$ 12.00	$ 200,666.67
Approaches	EA	7	$ 3,000.00	$ 21,000.00
Curb Ramp	EA	12	$ 1,300.00	$ 15,600.00
Traffic Island	SY	361	$ 60.00	$ 21,636.91
Sidewalk	SF	31935	$ 9.00	$ 287,415.00
Curb and Gutter	LF	2500	$ 36.00	$ 90,000.00
Drainage	LS	1	$ 120,000.00	$ 120,000.00
Signal	LS	1	$ 500,000.00	$ 500,000.00
Erosion Control	LS	1	$ 50,000.00	$ 50,000.00
Utility Impacts and Relocations Waterline and sewer	LS	1	$ 150,000.00	$ 150,000.00
Signing and Pavement Markings	LS	1	$ 70,000.00	$ 70,000.00
Topsoil Furnished and Placed	CY	617	$ 24.00	$ 14,814.81
Seeding and Mulching	SY	5556	$ 5.00	$ 27,777.78
Traffic Control	LS	1	$ 500,000.00	$ 500,000.00
Permanent Rail Structure and Abutments	LS	1	$ 2,500,000.00	$ 2,500,000.00
Railroad Shoofly - including track and structure	LS	1	$ 3,000,000.00	$ 3,000,000.00
Mobilization	%	10.0%	Ten Percent of Each Item	$ 836,880.00
Construction Survey	%	1.0%	-	$ 41,850.00
			Construction Subtotal (2024)	$9,247,521.17
Construction Contingency	%	30%	-	$ 2,774,256.35
Engineering	%	25%	-	$ 2,311,880.29
Construciton Inspection	%	10%	-	$ 924,752.12
Railroad Construction Admin	LS	1	$ 500,000.00	$ 500,000.00
Railroad Design Coordination and Review	LS	1	$ 450,000.00	$ 450,000.00
			2024 Project Total Cost	$16,208,409.93

Garrity Crossing Cost Estimate

Alternative B

	Unit	Quantity	Unit Price	Item Cost
Removals	LS	1	$ 300,000.00	$300,000.00
Embankment	CY	800	$ 20.00	$ 16,000.00
Excavation	CY	5000	$ 20.00	$ 100,000.00
Full Depth Pavement	SY	6322	$ 65.00	$ 410,944.44
Mill and Inlay	SY	11800	$ 12.00	$ 141,600.00
Approaches	EA	2	$ 3,000.00	$ 6,000.00
Curb Ramp	EA	4	$ 1,300.00	$ 5,200.00
Traffic Island	SY	361	$ 60.00	$ 21,636.91
Sidewalk	SF	7000	$ 9.00	$ 63,000.00
Curb and Gutter	LF	1000	$ 36.00	$ 36,000.00
Drainage	LS	1	$ 120,000.00	$ 120,000.00
Signal	LS	0	$ 500,000.00	$ -
Erosion Control	LS	1	$ 50,000.00	$ 50,000.00
Utility Impacts and Relocations Waterline and sewer	LS	1	$ 150,000.00	$ 150,000.00
Signing and Pavement Markings	LS	1	$ 70,000.00	$ 70,000.00
Topsoil Furnished and Placed	CY	62	$ 24.00	$ 1,481.48
Seeding and Mulching	SY	556	$ 5.00	$ 2,777.78
Traffic Control	LS	1	$ 500,000.00	$ 500,000.00
Permanent Rail Structure and Abutments	LS	1	$ 2,500,000.00	$ 2,500,000.00
Railroad Shoofly - including track and structure	LS	1	$ 3,000,000.00	$ 3,000,000.00
Mobilization	%	10.0%	Ten Percent of Each Item	$ 749,470.00
Construction Survey	%	1.0%	-	$ 37,480.00
			Construction Subtotal (2024)	$8,281,590.61
Construction Contingency	%	30%	-	$ 2,484,477.18
Engineering	%	25%	-	$ 2,070,397.65
Construciton Inspection	%	10%	-	$ 828,159.06
Railroad Construction Admin	LS	1	$ 500,000.00	$ 500,000.00
Railroad Design Coordination and Review	LS	1	$ 450,000.00	$ 450,000.00
			2024 Project Total Cost	$14,614,624.51

Garrity Crossing Cost Estimate Alternative C				
	Unit	Quantity	Unit Price	Item Cost
Removals	LS	1	$ 70,000.00	$ 70,000.00
Embankment	CY	1500	$ 20.00	$ 30,000.00
Excavation	CY	500	$ 20.00	$ 10,000.00
Full Depth Pavement	SY	250	$ 70.00	$ 17,500.00
Mill and Inlay	SY	15556	$ 12.00	$ 186,666.67
Approaches	EA	7	$ 3,000.00	$ 21,000.00
Curb Ramp	EA	8	$ 1,300.00	$ 10,400.00
Traffic Island	SY	0	$ 60.00	$ -
Sidewalk	SF	21000	$ 9.00	$ 189,000.00
Curb and Gutter	LF	1800	$ 36.00	$ 64,800.00
Drainage	LS	1	$ 8,000.00	$ 8,000.00
Signal	LS	1	$ 500,000.00	$ 500,000.00
Erosion Control	LS	1	$ 10,000.00	$ 10,000.00
Utility Impacts and Relocations Waterline and sewer	LS	1	$ 10,000.00	$ 10,000.00
Signing and Pavement Markings	LS	1	$ 60,000.00	$ 60,000.00
Topsoil Furnished and Placed	CY	617	$ 24.00	$ 14,814.81
Seeding and Mulching	SY	5556	$ 5.00	$ 27,777.78
Traffic Control	LS	1	$ 100,000.00	$ 100,000.00
Permanent Rail Structure and Abutments	LS	0	$ 2,500,000.00	$ -
Railroad Shoofly - including track and structure	LS	0	$ 3,000,000.00	$ -
Mobilization	%	10.0%	Ten Percent of Each Item	$ 133,000.00
Construction Survey	%	1.0%	-	$ 6,650.00
			Construction Subtotal (2024)	$1,469,609.26
Construction Contingency	%	30%	-	$ 440,882.78
Engineering	%	25%	-	$ 367,402.31
Construciton Inspection	%	10%	-	$ 146,960.93
Railroad Construction Admin	LS	0	$ 500,000.00	$ -
Railroad Design Coordination and Review	LS	0	$ 450,000.00	$ -
			2024 Project Total Cost	$2,424,855.28

Project Cost Summary Sheet

Garrity Crossing - Alternative A

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

Round Estimates to Nearest $1,000

Key Number	Project Number	Date
		9/6/2024

Location	District
Nampa, Idaho	3

Segment Code	Begin Mile Post	End Mile Post	Length in Miles
2040	59.8	60	0.189

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)	$2,900,000	
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: ☑ Work ☑ Materials ☑ By State ☑ By Others	$150,000	
4. Earthwork	$130,000	
5. Drainage and Minor Structures	$120,000	
6. Pavement and Base	$492,000	
7. Railroad Crossing:		
Grade/Separation Structure — Grade separated bridge includes shoofly cost, RR admin		
At-Grade Signals ☐ Yes ☐ No		
8. Bridges/Grade Separation Structures:	$6,450,000	
☐ New Structure Length/Width		
Location		
☐ Repair/Widening/Rehabilitation Length/Width		
Location		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)	$570,000	
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	$500,000	
11. Detours		
12. Landscaping	$42,600	
13. Mitigation Measures	$50,000	
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	$856,000	
15. Cost of Constructions (Items 3 through 14)	$9,361,000	
16. Mobilization 10 % of Item 15	$936,000	
17. Construction Engineer and Contingencies 30 % of Items 15 and 16	$3,089,000	
18. Total Construction Cost (15 + 16 + 17)	$13,386,000	
19. Total Project Cost (1 + 2 + 18)	$16,286,000	
20. Project Cost Per Mile	$86,169,000	$1,000

Prepared By: Burgess & Niple

Project Cost Summary Sheet

Garrity Crossing - Alternative B

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

Round Estimates to Nearest $1,000

Key Number	Project Number	Date
		9/6/2024

Location	District
Nampa, Idaho	3

Segment Code	Begin Mile Post	End Mile Post	Length in Miles
2040	59.8	60	0.189

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)	$2,600,000	
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: ☑ Work ☑ Materials ☑ By State ☑ By Others	$150,000	
4. Earthwork	$116,000	
5. Drainage and Minor Structures	$120,000	
6. Pavement and Base	$558,000	
7. Railroad Crossing:		
Grade/Separation Structure grade sep crossing, includes shoofly and RR admin		
At-Grade Signals ☐ Yes ☐ No		
8. Bridges/Grade Separation Structures:	$6,450,000	
☐ New Structure Length/Width		
Location		
☐ Repair/Widening/Rehabilitation Length/Width		
Location		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)	$70,000	
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	$500,000	
11. Detours		
12. Landscaping	$4,000	
13. Mitigation Measures	$50,000	
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	$425,000	
15. Cost of Constructions (Items 3 through 14)	$8,443,000	
16. Mobilization 10 % of Item 15	$844,000	
17. Construction Engineer and Contingencies 30 % of Items 15 and 16	$2,786,000	
18. Total Construction Cost (15 + 16 + 17)	$12,073,000	
19. Total Project Cost (1 + 2 + 18)	$14,673,000	
20. Project Cost Per Mile	$77,635,000	$1,000

Prepared By: Burgess & Niple

Project Cost Summary Sheet

Garrity Crossing - Alternative C

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

Round Estimates to Nearest $1,000

Key Number	Project Number	Date
		9/6/2024

Location	District
Nampa, Idaho	3

Segment Code	Begin Mile Post	End Mile Post	Length in Miles
2040	59.8	60	0.189

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)	$541,000	
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: ☑ Work ☑ Materials ☑ By State ☑ By Others	$10,000	
4. Earthwork	$40,000	
5. Drainage and Minor Structures	$8,000	
6. Pavement and Base	$225,000	
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals ☐ Yes ☐ No		
8. Bridges/Grade Separation Structures:		
☐ New Structure Length/Width _____		
Location _____		
☐ Repair/Widening/Rehabilitation Length/Width _____		
Location		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)	$560,000	
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	$100,000	
11. Detours		
12. Landscaping	$43,000	
13. Mitigation Measures	$10,000	
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	$342,000	
15. Cost of Constructions (Items 3 through 14)	$1,338,000	
16. Mobilization 10 % of Item 15	$134,000	
17. Construction Engineer and Contingencies 30 % of Items 15 and 16	$442,000	
18. Total Construction Cost (15 + 16 + 17)	$1,914,000	
19. Total Project Cost (1 + 2 + 18)	$2,455,000	
20. Project Cost Per Mile	$12,989,000	$1,000

Prepared By: Burgess & Niple

ITD 2435 (Rev. 01-09)

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)	Date
City of Nampa	9/6/2024

Project Title (Name of Street or Road)	F.A. Route Number	Project Length	Bridge Length
Garrity Crossing Study - Alt A	22	0.189 MI	100-130'

Project Limits (Local Landmarks at Each End of the Project)
Approx 500 East & West of Lakeview Park

Character of Proposed Work (Mark Appropriate Items)

☒ Excavation	☒ Bicycle Facilities	☒ Utilities	☒ Sidewalk
☒ Drainage	☒ Traffic Control	☒ Landscaping	☒ Seal Coat
☒ Base	☒ Bridge(s)	☒ Guardrail	☐
☒ Bit. Surface	☒ Curb & Gutter	☐ Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	$ 2,900,000
Right-of-Way (ITD 1150, Line 2)	$
Construction (ITD 1150, Line 18)	$ 13,386,000

Preliminary Engineering By: ☒ Sponsor Forces ☒ Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	UPRR Abovee Grade Grossing of
Within 2 miles of an Airport	Nampa Municipal Airport
Parks (City, County, State or Federal)	Lakeview Park and Rodeo Park; City of Nampa
Environmentally Sensitive Areas	Lakeview Park
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	Snake River Elementary
Other	

Additional Right-of-Way Required: ☒ None ☐ Minor (1-3 Parcels) ☐ Extensive (4 or More Parcels)

Will any Person or Business be Displaced: ☐ Yes ☒ No ☐ Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	4	4	Roadway Width (Shoulder to Shoulder)	90 ft	90 ft
Pavement Type	Asphalt	Asphalt	Right-of-Way Width	110 ft	110 ft

Sponsor's Signature	Title

Additional Information to be Furnished by the District

Functional Classification Arterial	Terrain Type Flat	20 19	ADT/DHV 27,500

ITD 2435 (Rev. 01-09)

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)	Date
City of Nampa	9/6/2024

Project Title (Name of Street or Road)	F.A. Route Number	Project Length	Bridge Length
Garrity Crossing Study - Alt B	22	0.189	100-130'

Project Limits (Local Landmarks at Each End of the Project)
Approx 500 East & West of Lakeview Park

Character of Proposed Work (Mark Appropriate Items)

☒ Excavation	☒ Bicycle Facilities	☒ Utilities	☒ Sidewalk
☒ Drainage	☒ Traffic Control	☒ Landscaping	☒ Seal Coat
☒ Base	☒ Bridge(s)	☒ Guardrail	☐
☒ Bit. Surface	☒ Curb & Gutter	☐ Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	$ 2,600,000
Right-of-Way (ITD 1150, Line 2)	$
Construction (ITD 1150, Line 18)	$ 12,073,000

Preliminary Engineering By: ☐ Sponsor Forces ☒ Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	UPRR Above Grade Crossing of Garrity - structure replacement
Within 2 miles of an Airport	Nampa Municipal Airport
Parks (City, County, State or Federal)	Lakeview Park and Rodeo Park; City of Nampa
Environmentally Sensitive Areas	Lakeview Park
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	Snake River Elementary
Other	

Additional Right-of-Way Required: ☒ None ☐ Minor (1-3 Parcels) ☐ Extensive (4 or More Parcels)

Will any Person or Business be Displaced: ☐ Yes ☒ No ☐ Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	4	4	Roadway Width (Shoulder to Shoulder)	90 ft	90 ft
Pavement Type	Asphalt	Asphalt	Right-of-Way Width	110 ft	110 ft

Sponsor's Signature	Title

Additional Information to be Furnished by the District

Functional Classification Arterial	Terrain Type Flat	20 19	ADT/DHV 27500

ITD 2435 (Rev. 01-09)

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)	Date
City of Nampa	9/6/2024

Project Title (Name of Street or Road)	F.A. Route Number	Project Length	Bridge Length
Garrity Crossing Study - Alt C	22	0.189	100-130'

Project Limits (Local Landmarks at Each End of the Project)
Approx 500 East & West of Lakeview Park

Character of Proposed Work (Mark Appropriate Items)

☒ Excavation	☒ Bicycle Facilities	☒ Utilities	☒ Sidewalk
☒ Drainage	☒ Traffic Control	☒ Landscaping	☒ Seal Coat
☒ Base	☒ Bridge(s)	☒ Guardrail	☐
☒ Bit. Surface	☒ Curb & Gutter	☐ Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	$ 541,000
Right-of-Way (ITD 1150, Line 2)	$ 0.00
Construction (ITD 1150, Line 18)	$ 1,914,000

Preliminary Engineering By: ☐ Sponsor Forces ☒ Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	UPRR Above Grade Crossing of Garrity - No Impacts
Within 2 miles of an Airport	Nampa Municipal Airport
Parks (City, County, State or Federal)	Lakeview Park and Rodeo Park; City of Nampa
Environmentally Sensitive Areas	Lakeview Park
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	Snake River Elementary
Other	

Additional Right-of-Way Required: ☒ None ☐ Minor (1-3 Parcels) ☐ Extensive (4 or More Parcels)

Will any Person or Business be Displaced: ☐ Yes ☒ No ☐ Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	4	4	Roadway Width (Shoulder to Shoulder)	90 ft	90 ft
Pavement Type	Asphalt	Asphalt	Right-of-Way Width	110 ft	110 ft

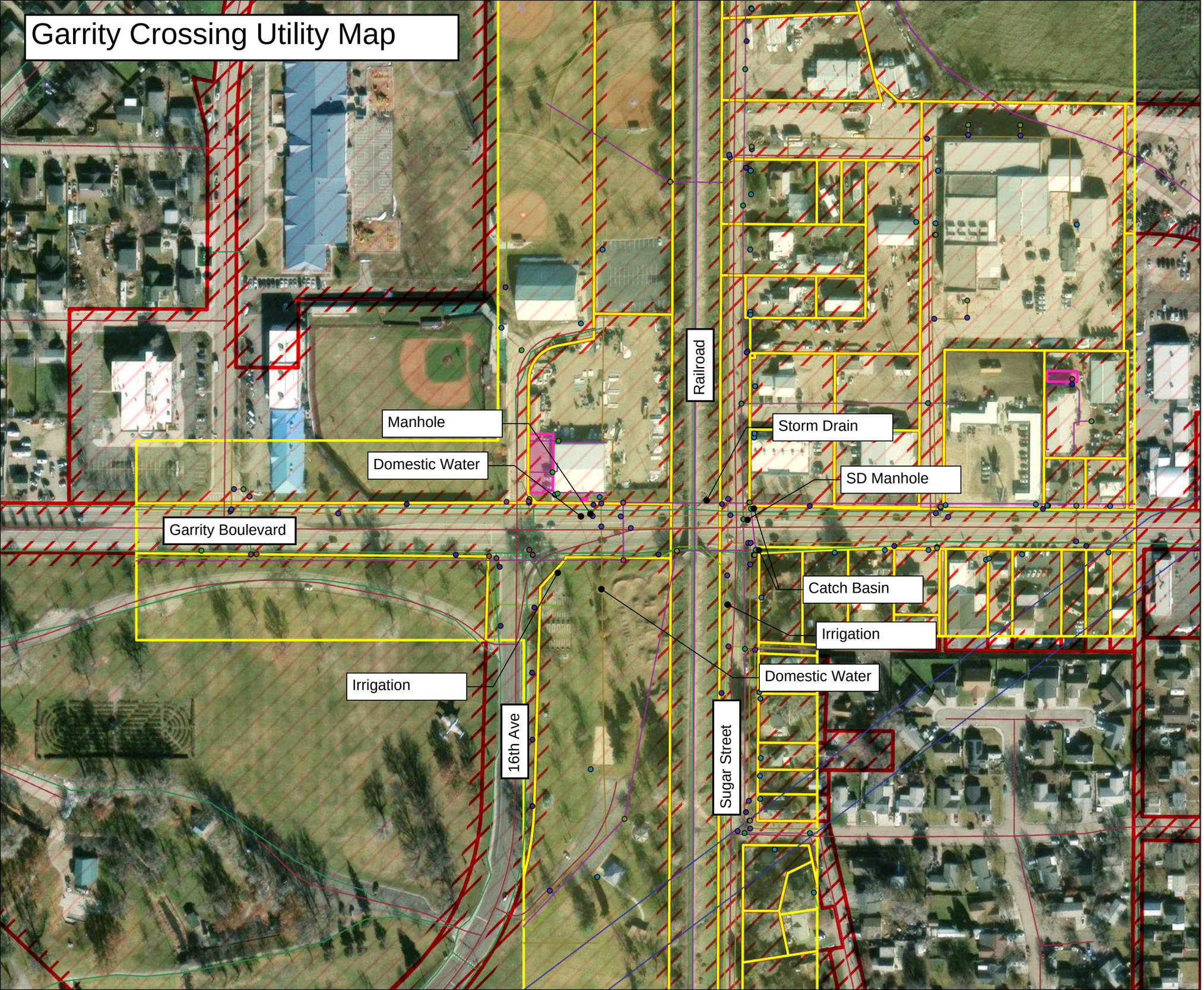
Sponsor's Signature	Title

Additional Information to be Furnished by the District

Functional Classification Arterial	Terrain Type Flat	20 19	ADT/DHV 27,500

Appendix D: Plan View of Utilities and Parcels

Garrity Crossing Utility Map



- WW_Manhole
- WW_LiftStation
- TRF_StreetLightPole
- TRF_SignalPole
- TRF_Cabinet
- SD_SandGreaseTrap
- SD_Outfall
- SD_Node
- SD_Manhole
- SD_CatchBasin
- INET_IrrigationValve
- DNET_WaterMeter
- DNET_Hydrant
- DNET_DomesticValve
- WW_MainLine
- VRT_Routes intersection selection
- SD_Line
- RegionalCenterline intersection selection
- Rail_Spurs_and_Sidings intersection selection
- Rail_Lyr selection
- Pathways
- INET_IrrigationLine
- DNET_DomesticLine
- BSMP_Waterways
- BSMP_Railroads
- BSMP_Centerlines
- SD_Pond
- Parcels
- BSMP_CountyParcels