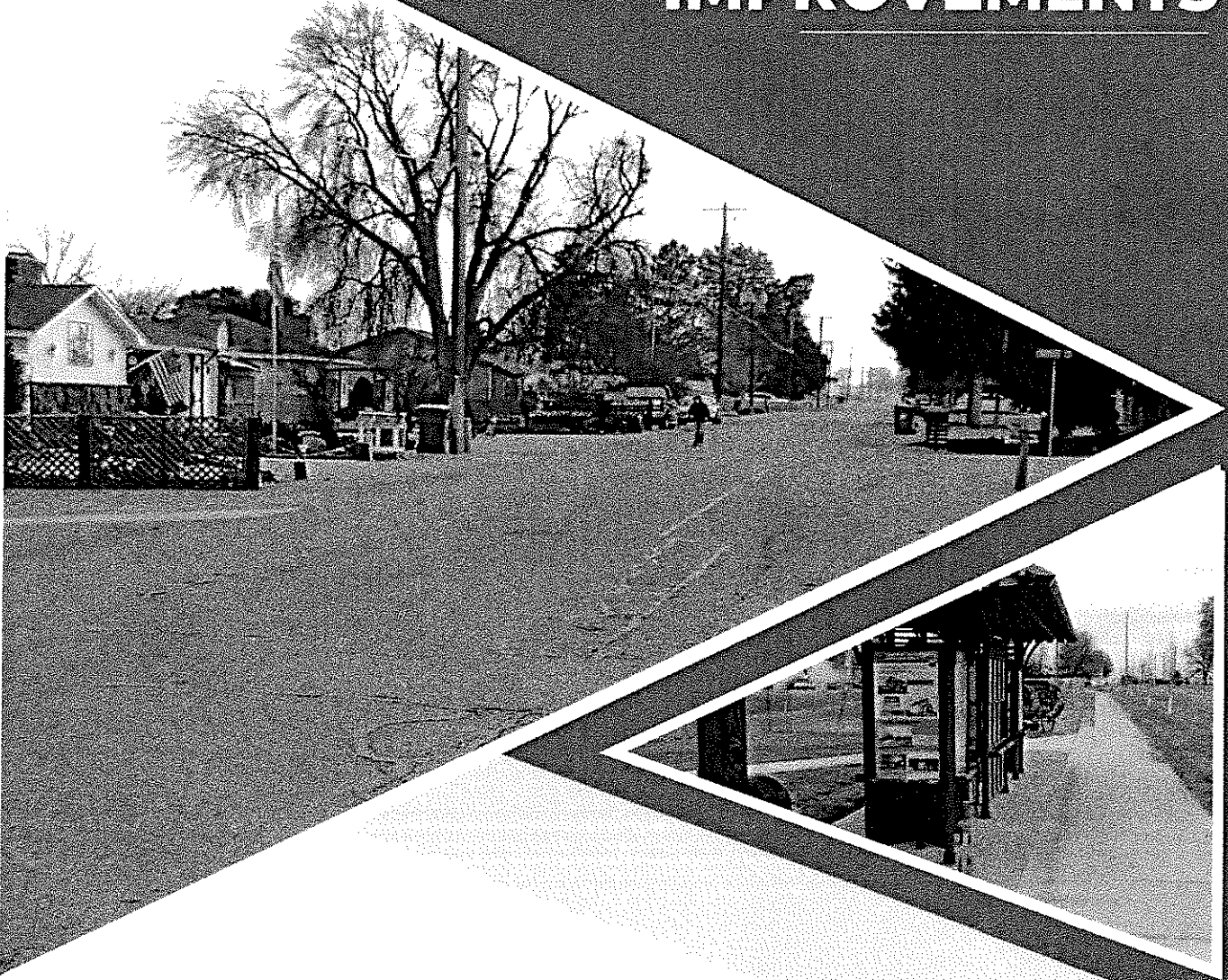


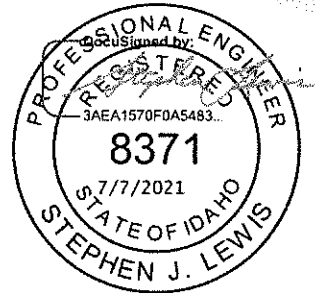
FRIENDS ROAD IMPROVEMENTS



CITY OF GREENLEAF
"A Caring Community"



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho



Pre-Concept Report
COMPASS FY2021 Project Development Program

July 2021

FRIENDS ROAD IMPROVEMENTS

Greenleaf, Idaho

COMPASS FY2021 Project Development Program

CONTENTS

PROJECT SUMMARY.....	1
PROJECT DESCRIPTION.....	2
NEEDS AND OPPORTUNITIES.....	2
DATA COLLECTION.....	4
IMPROVEMENT OPTIONS.....	8
PREFERRED OPTION.....	10
ENVIRONMENTAL SCAN.....	11
STAKEHOLDERS.....	15
FUNDING SOURCES.....	16
APPENDIX A: Intersection Turning Movement Counts	
APPENDIX B: Utility Mapping	
APPENDIX C: Road Petition Documents	
APPENDIX D: City of Greenleaf Public Input Memorandum	
APPENDIX E: Preferred Option Plan View and Typical Section	
APPENDIX F: Critical Path Method (CPM) Schedule	
APPENDIX G: Project Cost Summary (ITD 1150 Form)	
APPENDIX H: Local Federal Aid Project Request (ITD 2435 Form)	

FRIENDS ROAD IMPROVEMENTS

Greenleaf, Idaho

COMPASS FY2021 Project Development Program

PROJECT SUMMARY

This City of Greenleaf project was selected to participate in the COMPASS FY2021 Project Development Program. Friends Road (Major Collector) between Peckham Road (Major Collector) and State Highway 19 (Principal Arterial) is one-half mile of narrow road without sidewalk, curb, or gutter, which runs through a largely residential area with frontage to Greenleaf Friends Academy (K-12) athletic fields. This report serves as a project development plan suitable to apply for subsequent construction grants.

Improvement needs and opportunities for Friends Road include:

- Add sidewalks, pathways, ADA crosswalks and/or lighting for pedestrian safety and comfort (pedestrians currently walk in the street and on the gravel shoulders);
- Reconstruct roadway to City collector standards and improve pavement condition;
- Increase curb radii at the SH-19 & Friends Road intersection to accommodate turning vehicles; and
- Discourage large trucks from using Friends Road to improve residential livability.

Following a December 2020 site visit, environmental database scan, and utility coordination, improvement options were developed depicting proposed roadway typical sections and right-of-way widths, and were presented to City and COMPASS staff for review. In addition, the City solicited feedback from Greenleaf residents in February 2021.

The Preferred Option for Friends Road is a two-lane roadway with 28-foot pavement width and curb, gutter and 8-foot asphalt pathways on both sides. This typical section fits within the existing 50-foot right-of-way corridor, which was deeded via road petition in 1909 but does not show up on current digital mapping. The SH-19 intersection features larger curb radii and new left turn lanes, which would require additional right-of-way. The Peckham Road intersection features a mini-roundabout. The total project cost is estimated at \$2,297,000. Adding pedestrian lighting to the project is estimated to add \$466,000 to the total project cost.

Supporting documents for the Preferred Option are included with this report, with the intention of expediting future grant applications:

- Design Phase Project Schedule (Critical Path Method)
- Project Cost Summary (ITD 1150 Form)
- Local Federal Aid Project Request (ITD 2435 Form)

PROJECT DESCRIPTION

This City of Greenleaf project was selected to participate in the COMPASS FY2021 Project Development Program. The Project Development Program was created to assist COMPASS member agencies, such as the City of Greenleaf, in securing transportation funding. The Project Development Program transforms member agency needs into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement plans to ensure readiness for funding applications. Well-defined and scoped projects strengthen grant applications and, once funded, increase the probability of projects to be delivered on time and on budget.

Friends Road (Major Collector) between Peckham Road (Major Collector) and State Highway 19 (Principal Arterial) is one-half mile of narrow road without sidewalk, curb, or gutter, which runs through a largely residential area with frontage to Greenleaf Friends Academy (K-12) athletic fields (see **Figure 1**). Nathan's Greenleaf Café, located on the southwest corner of SH-19 & Friends Road, is a community gathering place and pedestrian traffic generator. Boise Valley Railroad crosses Friends Road approximately 100 feet south of the Peckham Road intersection.

This report serves as a project development plan suitable to apply for subsequent construction grants.

NEEDS AND OPPORTUNITIES

Improvement needs and opportunities for Friends Road include:

- Add sidewalks, pathways, ADA crosswalks and/or lighting for pedestrian safety and comfort (pedestrians currently walk in the street and on the gravel shoulders);
- Reconstruct roadway to City collector standards and improve pavement condition;
- Increase curb radii at the SH-19 & Friends Road intersection to accommodate turning vehicles; and
- Discourage large trucks from using Friends Road to improve residential livability.

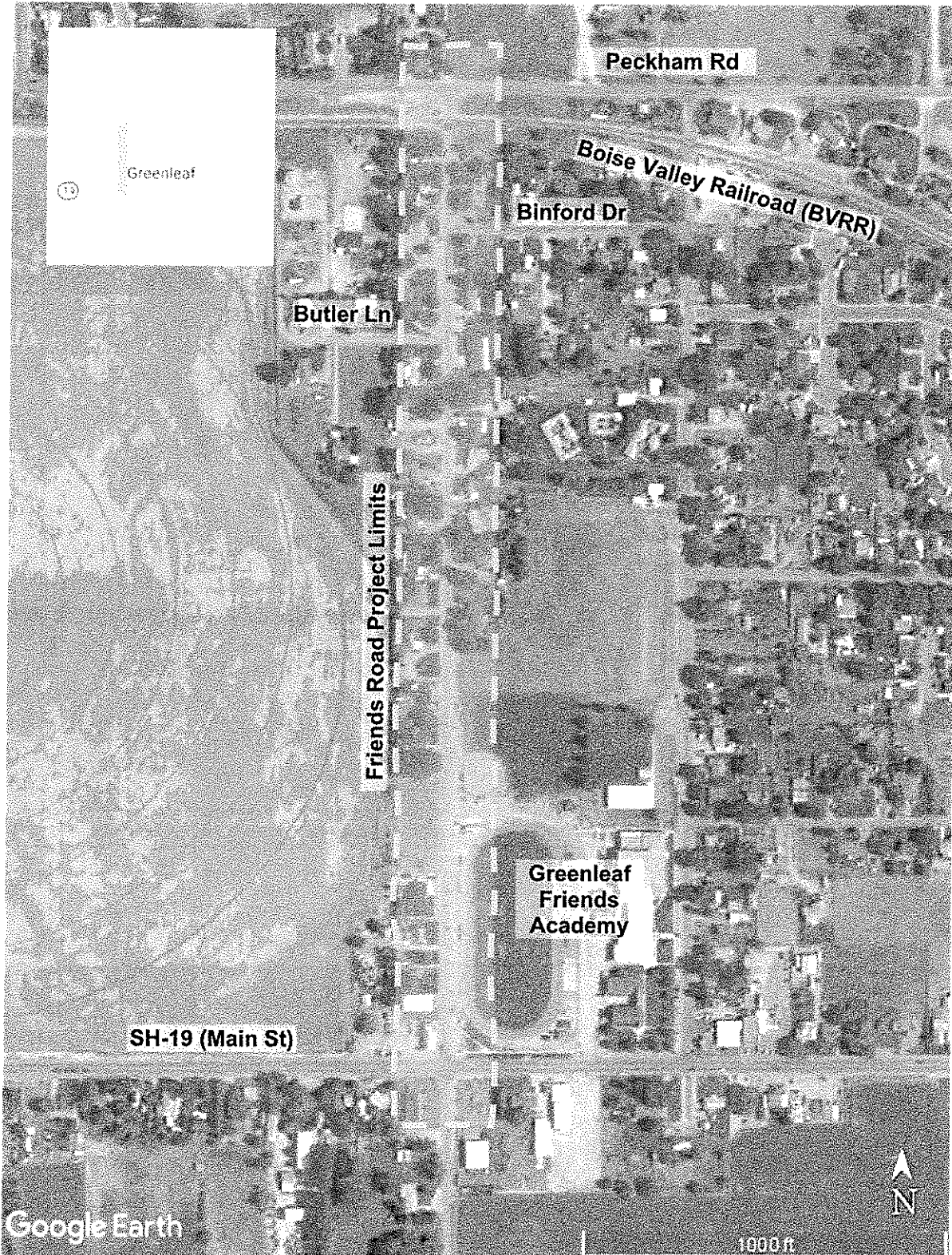


Figure 1 - Vicinity Map

DATA COLLECTION

TRAFFIC COUNTS

Intersection turning movement counts were performed on Tuesday, November 17, 2020 from 7-9am and 4-6pm at the SH-19 and Peckham Road intersections with Friends Road. The turning movement count spreadsheets are included in **Appendix A**.

As expected for a residential street, Friends Road traffic volumes are relatively low (23 vehicles during the peak hour at Peckham Road & Friends Road, and 37 vehicles during the peak hour at SH-19 & Friends Road). Few heavy trucks were recorded during the peak hours, but the counts were performed outside harvest season and therefore do not account for seasonal peaks in truck traffic.

SITE VISIT

A site visit was conducted on December 9, 2020; see **Figures 2 through 7** for site visit photos. During the site visit, a “windshield” survey of the project area was performed to identify potential environmental fatal flaws. No fatal flaws were observed, but the observations were useful for the U.S. Fish & Wildlife Service database scan, discussed in the Environmental Scan section of this report.

UTILITY COORDINATION

Utility mapping in the Friends Road project area was requested from Idaho Power Company, Intermountain Gas, Sparklight, CenturyLink, and Boise Project Board of Control (operation and maintenance for Wilder Irrigation District). The utility mapping was used to determine the feasibility of improvement options developed for this project. See **Appendix B** for utility mapping received.



Figure 2 – Looking North from Southeast Corner of SH-19 & Friends Road Intersection



Figure 3 – Looking North from Southwest Corner of SH-19 & Friends Road Intersection



Figure 4 – Looking North from Southwest Corner of Butler Lane & Friends Road Intersection



Figure 5 – Looking Southeast at the Binford Drive & Friends Road Intersection



Figure 6 – Looking North at the Boise Valley Railroad Crossing



Figure 7 – Looking South from the Peckham Road & Friends Road Intersection

IMPROVEMENT OPTIONS

Improvement options were developed depicting proposed roadway typical sections and right-of-way widths, and presented to City and COMPASS staff for review. Options with drainage swales and paved shoulder paths were removed from consideration based on City feedback. The revised options are illustrated via **Figure 8** and detailed below.

TYPICAL SECTIONS

The typical sections incorporated elements from the Association of Canyon County Highway Districts (ACCHD) standards when possible.

RIGHT-OF-WAY

Fifty (50)-foot and 70-foot right-of-way widths were considered for the following reasons:

- The existing right-of-way corridor for Friends Road is 50 feet wide and was deeded via road petition in the year 1909 (see **Appendix C**). This right-of-way corridor does not currently appear on digital mapping such as the Canyon County Assessor GIS Map website.
- City of Greenleaf Code §9-2-2 calls for a standard 70-foot right-of-way width for Collector streets.

INTERSECTIONS

Improvements at the SH-19 and Peckham Road intersections were the same for all proposed options. The SH-19 intersection features larger curb radii and new left turn lanes. The Peckham Road intersection features a mini-roundabout. These improvements remained unchanged following City review.

PUBLIC INPUT

Although not originally scoped for this project, in February 2021 the City solicited feedback from Greenleaf residents on the four options. The City summarized the public input in a memo addressed to COMPASS and Keller Associates (see **Appendix D**), and concluded with the following recommendations:

- If the project experiences construction budget limitations in the future, the proposed mini-roundabout at Peckham Road & Friends Road should be the first feature adjusted or removed from the project.
- Add signage to discourage truck traffic through this section of Friends Road.
- Leave in the proposed southbound left-turn lane at the SH-19 & Friends Road intersection.

- Consider a modified version of Option 1B as the Preferred Option (see next section of this report and **Appendix E**).
- For future projects on Friends Road south of SH-19, Option 3 is the desired typical section (see discussion and cost estimate in the Preferred Option – Extension South of SH-19 section of this report).

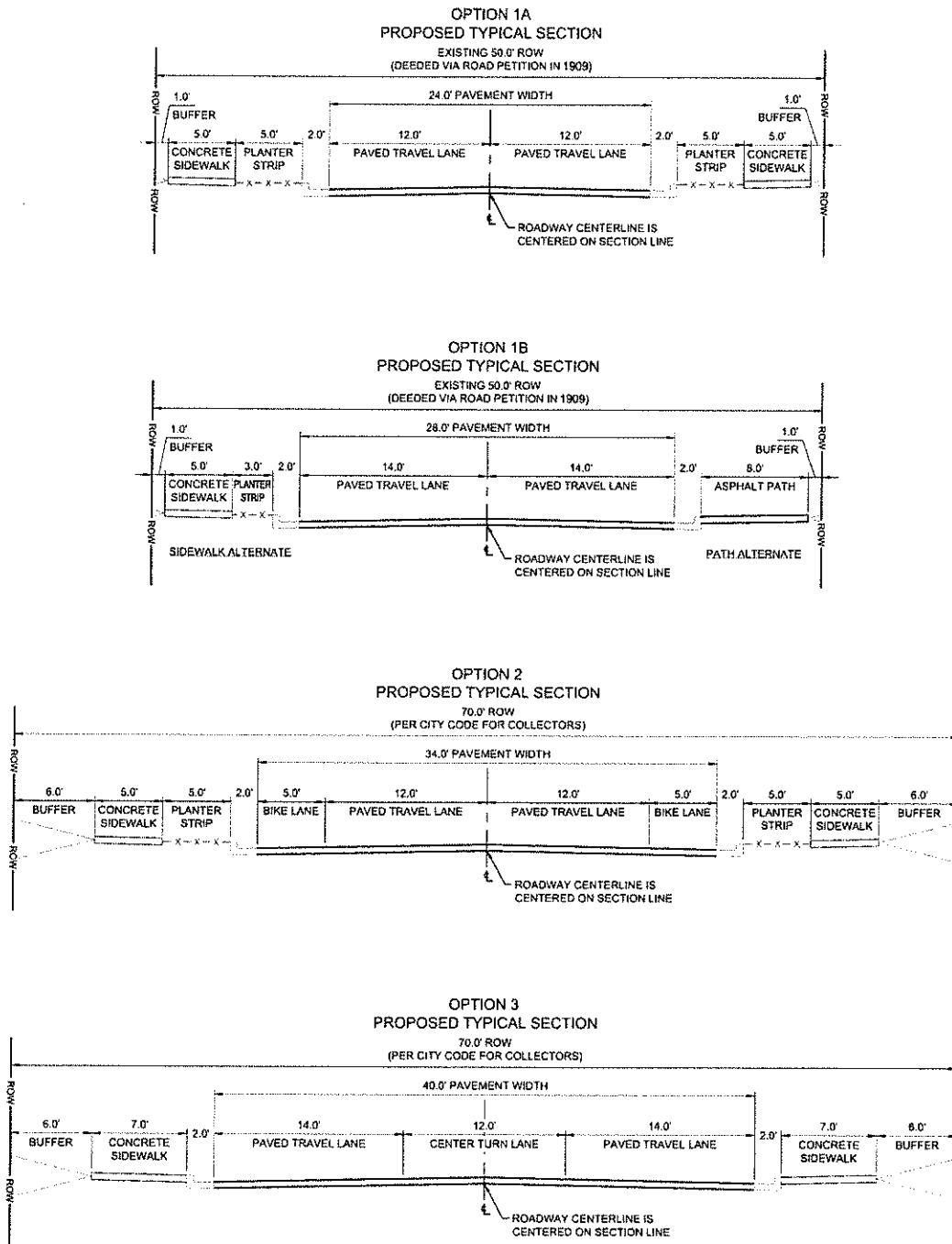


Figure 8 –Typical Section Options for Friends Road

PREFERRED OPTION

The Preferred Option for Friends Road is a two-lane roadway with 28-foot pavement width and curb, gutter and 8-foot asphalt pathways on both sides. This typical section fits within the existing 50-foot right-of-way corridor. The SH-19 intersection features larger curb radii and new left turn lanes, which would require additional right-of-way. The Peckham Road intersection features a mini-roundabout. The total project cost is estimated at \$2,297,000. Adding pedestrian lighting to the project is estimated to add \$466,000 to the total project cost. See **Appendix E** for an 11"x17" figure showing the plan view and typical section of the Preferred Option.

RIGHT-OF-WAY

The Preferred Option is expected to require right-of-way acquisitions near the SH-19 & Friends Road intersection to accommodate the larger curb radii and additional left turn lanes. Potential impacts include, but are not limited to, the parcels listed in **Table 1**.

Table 1 – Potential Right-of-Way Acquisitions

Parcel ID#	Parcel Location	Owner	Area (Square Feet)
R36299	NW Corner of SH-19 & Friends Rd	Motor Works (business)	2,300
R36297	NW Corner of SH-19 & Friends Rd	Kevin and Christina Watson	1,000
R36241	NE Corner of SH-19 & Friends Rd	Greenleaf Friends Academy (K-12 school)	200

SCHEDULE

A preliminary Critical Path Method (CPM) schedule was developed for the future design phase of this project and is included in **Appendix F**. The preliminary design phase schedule is 11 months in duration, starting with Charter Approval and concluding with PS&E Submittal.

COST ESTIMATE

An Opinion of Probable Cost was developed for the Preferred Option and is included in **Appendix G**. The cost estimate assumes federal-aid construction in the year 2023 and includes administration budgets for Idaho Transportation Department (ITD) and Local Highway Technical Assistance Council (LHTAC). The cost estimate was used to complete the ITD Project Cost Summary (1150 Form) and ITD Local Federal Aid Project Request (2435 Form), included in **Appendices G and H**, respectively.

Appendix G includes an Opinion of Probable Cost for optional pedestrian/street lighting; it should be noted that these costs are not carried forward into the 1150 and 2435 forms.

EXTENSION SOUTH OF SH-19

The total project cost of the Preferred Option is estimated to be \$87,000 per 100 feet of road length between SH-19 and Peckham Road. If the project were extended south of SH-19 with the wider pavement section of Option 3, the additional road length would be approximately \$98,500 per 100 feet. This estimate assumes federal-aid funding and does not include right-of-way or lighting costs.

ENVIRONMENTAL SCAN

An environmental scan was performed in December 2020 using the U.S. Fish & Wildlife Service's Information for Planning and Consultation (IPaC) online system. The system allows users to identify USFWS managed resources quickly and easily and provides suggestions for conservation measures regarding a potential project. Other resources included the IDEQ, IDWR, and the National Register of Historic Places. The following provides a summary of the findings.

ENDANGERED SPECIES

The only species listed as potentially affected by the project activities is the threatened Slickspot Peppergrass (*Lepidium Papilliferum*). However, the project location is outside of the critical habitat for the Slickspot Peppergrass. *No adverse effect is anticipated.*

MIGRATORY BIRDS

The migratory birds that are of particular concern and are anticipated within the project area are the Bald Eagle, Clark's Grebe, Lesser Yellowlegs, Long-billed Curlew, Marbled Godwit, and Willet. *The contractor shall schedule project activities around each Migratory Bird's Probability of Presence during construction.*

NATIONAL WILDLIFE REFUGE

There are no wildlife refuge lands at the project location.

FISH HATCHERIES

There are no fish hatcheries at the project location.

WETLANDS

There is an irrigation conveyance line along the east side of Friends Road that is connected to the Golden Gate Canal, owned by the Wilder Irrigation District and operated by Boise Project Board of Control. *This irrigation line is found in the National Wetlands Inventory and may be subject to regulations under Section 404 of the Clean Water Act or other State/Federal Statutes. Coordination with Wilder Irrigation District and Boise Project will be required.*

PRIME FARMLAND

The U.S. Department of Agricultural (USDA) Natural Resources Conservation Service (NRCS) defines prime farmland as “land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is also available for these uses.” Projects are subject to the Farmland Protection Policy Act (FPPA) if they may irreversibly convert farmland to nonagricultural use and are completed by a Federal agency or with the assistance of a Federal agency.

NRCS designates all soils in the project area as potential prime farmland provided that the sites are adequately irrigated. However, most parcels within the project area have been urbanized and zoned for residential improvements. **Figure 9** identifies the parcels, highlighted in purple, that have the potential for continued use as farmland. *Parcel 1 is outside of the project limits, and no adverse effects are anticipated. Parcel 2 is annexed into the City of Greenleaf and is not zoned for agricultural use. This will likely require only limited coordination with USDA and Idaho Department of Agriculture.*

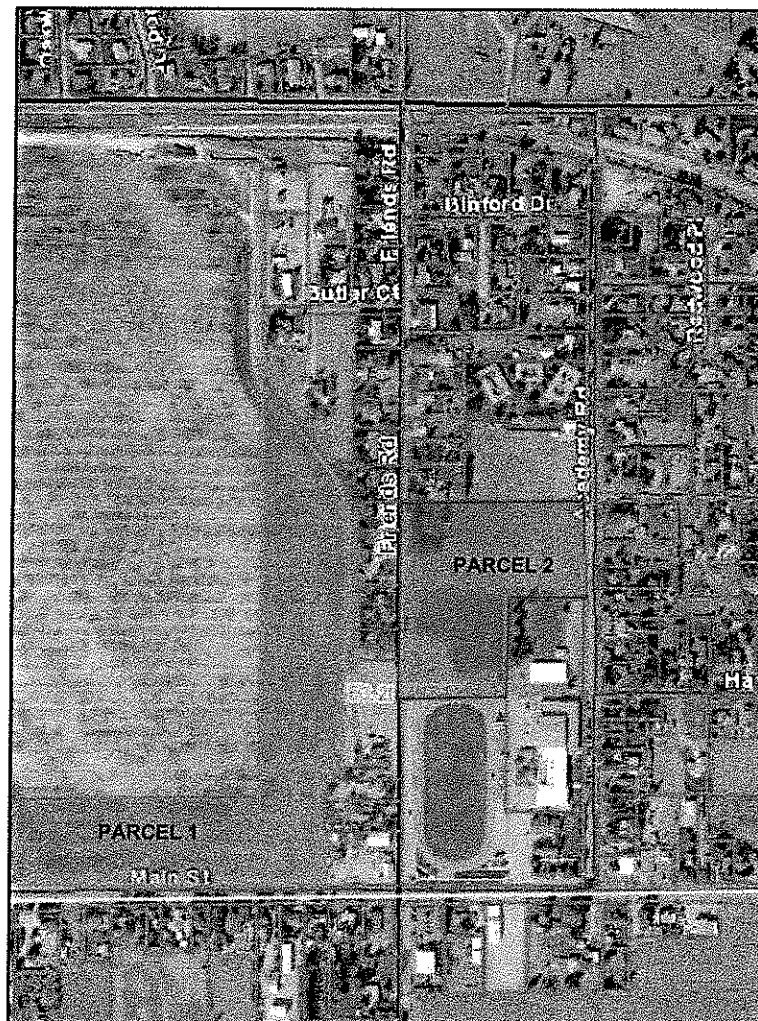


Figure 9 – Prime Farmland

WELLS

There are three wells, including a City well within the project area shown in **Figure 10**. The Idaho Department of Environmental Quality considers an area a nitrate priority area if 25% of the wells sampled have at least five (5) mg/L of nitrate known to impair or degrade groundwater quality. The hatched area in **Figure 10** represents the designated nitrate priority area near the project location. *Consultant shall consult with DEQ and the local agency to ensure compliance with their groundwater improvement plan and drinking water protection plan.*



Figure 10 - Wells & Nitrate Priority Areas

UNDERGROUND STORAGE TANKS

The underground storage tank database shows an underground gasoline tank at the Village Green Restaurant (now Nathan's Greenleaf Café), located southwest of the Friends Rd/Main St intersection. *The tank is currently permanently out of use, and no additional action is anticipated.*

POTENTIAL HAZARDOUS MATERIALS RISK

Google imagery shows a farm equipment supplier parking and storage facility on the southeast corner of SH-16 and Friends Rd. Car batteries can be a source of lead contamination in soils. Fuel and oil from machinery could also contaminate soils. *Potential minor soil remediation is anticipated in the project area.*

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT (NPDES)

The project is anticipated to disturb over one (1) acre of land and could potentially discharge to Waters of the U.S. *A National Pollutant Discharge Elimination System (NPDES) permit and a Stormwater Pollution Protection Plan (SWPPP) could be required during the construction of the project.*

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places does not list any historic properties within the project area.

STAKEHOLDERS

The following stakeholders may be involved in future phases of the project and should be included in future public involvement plans.

GOVERNMENT AGENCIES

- City of Greenleaf
- Community Planning Association of Southwest Idaho (COMPASS)
- Golden Gate Highway District #3
- Canyon County
- Idaho Transportation Department (ITD)
- Western Alliance for Economic Development

RAILROADS

- Boise Valley Railroad (BVRR)

UTILITIES

- Idaho Power Company
- Intermountain Gas
- Sparklight
- CenturyLink
- Boise Project Board of Control
- Wilder Irrigation District

PROPERTY OWNERS

- Greenleaf Friends Academy (K-12 school)
- Nathan's Greenleaf Café (business)
- Jim Wilhite's Bale Wagons (business)
- Motor Works (business)
- Adjacent homeowners

FUNDING SOURCES

It is recommended that the City of Greenleaf, partnering with COMPASS and LHTAC, apply for federal and/or state funding sources to fund the design and construction of the Friends Road improvements. Potential funding sources include the following:

SURFACE TRANSPORTATION PROGRAM - TRANSPORTATION MANAGEMENT AREAS OR RURAL (STP-TMA OR STP-RURAL)

STP-TMA is applied for and programmed by COMPASS with ITD oversight of design and construction. Local agencies supply a match of at least 7.34% of the project cost. The City of Greenleaf does not typically qualify for STP-TMA funds, which are earmarked for urban areas with population over 200,000. However, there is a provision in COMPASS' Funding Eligibility Policy that projects in Greenleaf are technically eligible, but only on condition that adequate applications within the Boise Urbanized Area are not received.

STP-Rural funds are allocated for projects in rural areas, and in cities with populations less than 5,000. Funds may be used for new construction, reconstruction, or rehabilitation of roadways functionally classified by FHWA as arterial or rural major collectors with a small percentage allowed for minor collectors. The local match requirement is 7.34%. The funds are awarded through the Local Federal-aid Incentive Program administered by LHTAC. STP-Rural applications are typically accepted every other program year, with the prioritized list of applications used for two years. This program awards construction projects up to \$2.0 million.

- Funding Amount for STP-TMA: \$10.8 million in FY2021 for all projects in the COMPASS metropolitan area
- Funding Amount for STP-Rural: for applications received in January 2019, \$3.3 million was programmed into the FY20 to FY26 ITIP (2 projects), and \$3.7 million into the FY21 to FY27 ITIP (2 projects).

TRANSPORTATION ALTERNATIVES PROGRAM - TRANSPORTATION MANAGEMENT AREA OR STATE (TAP-TMA OR TAP-STATE)

Local agencies supply a match of at least 7.34% of the project cost. As the name implies, TAP funds are used for design and construction of alternative transportation projects, including pedestrian facilities, bicycles, and other non-motorized transportation. TAP funds can be combined with other funds; for example, TAP funds could be used for the construction of pedestrian facilities on a project, while STP funds could be used on the curb-to-curb roadway.

COMPASS administers a portion of TAP, which emphasizes local projects in the TMA (Boise Urbanized Area). TAP-State applications are submitted to and funds are programmed by ITD; funding competition is from a statewide pool.

- Funding Amount for TAP-TMA: \$445,000 available in FY2021 for projects in the COMPASS metropolitan area; similar to STP-TMA, the City of Greenleaf would only qualify for TAP-TMA funds if adequate applications within the Boise Urbanized Area are not received.
- Funding Amount for TAP-State: \$1.5 million available in FY2021 for all state-managed programs; however, only \$668,000 is available to cities with populations less than 5,000.

LOCAL RURAL HIGHWAY INVESTMENT PROGRAM (LRHIP)

ITD and LHTAC have developed the LRHIP program to assist small cities, counties, and highway districts to improve the investment in their roadway infrastructure. The program is administered by LHTAC and funded by an exchange of Federal-aid Rural funds for ITD State funds. Eligible uses of funds are as follows:

- Construction Projects: includes any type of local road or bridge project to improve the condition, safety or service life of that local road or bridge from maintenance up to and including reconstruction/replacement. This type of project grant is limited to a maximum of \$100,000. Projects must include roadway work; projects exclusively for pedestrian improvements are not eligible. \$2.6 million was awarded for FY2022 projects.
- Federal-aid Match for Construction Projects: includes any type of local road or bridge project that has Federal-aid (or other Federal funds) to improve the condition, safety or service life of that road or bridge. This type of project has a maximum grant amount of \$100,000. Annually, \$200,000 is reserved for this type of project and award is based on need. \$140,000 was awarded for FY2022 projects.
- Transportation Plan: funds are used to complete a new Transportation Plan or update an original Transportation Plan that is 10 years old or older. An original Transportation Plan is limited to a \$50,000 award, an update is limited to a maximum of a \$30,000 award. Plans must include a Capital Improvement Plan (CIP) and an Asset Management Plan. The City of Greenleaf received funding for a transportation plan in 2012 through this program. \$500,000 was awarded for FY2022 projects.
- Sign Projects include sign replacement and upgrade projects to bring warning and regulatory signs, signposts, and pavement markings up to Manual on Uniform Traffic Control Devices (MUTCD) standards. This type of project grant is limited to a maximum of \$30,000. \$158,000 was awarded for FY2022 projects.

LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (LHSIP)

Local Highway Jurisdictions (LHJs) receive approximately \$8.9 million of state Highway Safety Improvement Program funds through the LHSIP program, administered through LHTAC. Eligibility for the LHSIP is based on LHJs with at least one Fatal or Type-A (Serious

Injury) crash over the last five years. This federally funded program requires a local match, not to exceed 7.34%.

- Funding Amount: \$8.9 million was awarded for FY2023 projects

CHILDREN PEDESTRIAN SAFETY PROGRAM

House Bill 334 in 2017 allows some of the Local Strategic Initiatives Program funds to be spent on projects addressing “children pedestrian safety on the state and local system.” LHTAC and ITD staff worked together to develop a joint program to fund these projects. Eligible projects should be “bid ready” within 90 days of award. The Children Pedestrian Safety Program projects must still be considered maintenance as stated in H312, this includes but is not limited to:

- paths/sidewalks along or adjacent to an existing roadway
- connecting sidewalks/paths between two terminal points
- ADA ramps
- pedestrian crossing facilities across an existing roadway including signing and/or signalization
- paving an existing pathway

Funding for this program is awarded as a grant, with a maximum of award of \$250,000.

- Funding Amount: for applications received in December 2018, \$2.1 million was awarded for 11 projects

COMMUNITIES IN MOTION (CIM) IMPLEMENTATION GRANT

The CIM Implementation Grant program is managed by COMPASS to support local agencies whose projects meet the goals of CIM 2040. Applicant agencies supply a match of at least 7.34% of the project cost. In-kind contributions of labor/staff time may be included in the project match.

- Funding Amount: \$50,000 available annually for all COMPASS member projects.

PROJECT DEVELOPMENT PROGRAM

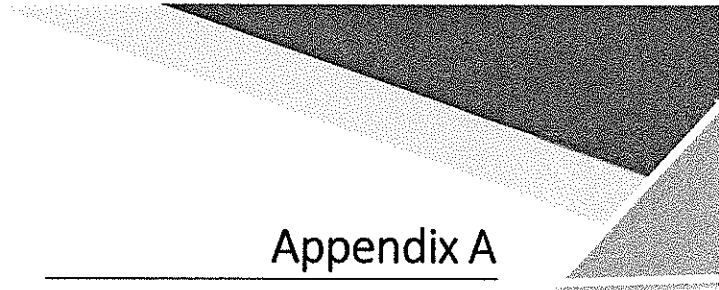
The Project Development Program was created to assist COMPASS member agencies in securing transportation funding by developing member agency needs into well-defined projects; this ensures readiness for funding applications. Well-defined and scoped projects strengthen grant applications and once funded, increase the probability of projects to be delivered on time and on budget. COMPASS accepts Phase I funding applications any time throughout the year. Projects entering the program one year will be ready to submit grant

applications and compete for funds the following year. The City of Greenleaf received funding for this pre-concept report under the project development program.

- Funding Amount: \$75,000 available annually for up to five COMPASS member projects.

OTHER FUNDING

The City of Greenleaf may also wish to seek out partnerships, private entity donations, foundation grants, and additional match dollars to leverage these grant funds.



Appendix A

Intersection Turning Movement Counts

L2 Data Collection

L2DataCollection.com

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

Study: KELL0032
 Intersection: Peckham Road / Friends Road
 City, State: Greenleaf, Idaho
 Control: Stop Sign

File Name : Friends Road & Peckham Road
 Site Code : 00000000
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Friends Road From North					Peckham Road From East					Friends Road From South					Peckham Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	6	1	0	7	0	0	2	0	2	1	7	0	0	8	17
07:15 AM	0	0	0	0	0	0	8	2	0	10	0	0	1	0	1	3	7	0	0	10	21
07:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	3	0	3	1	7	0	0	8	22
07:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	2	9	0	0	11	19
Total	0	0	0	0	0	0	33	3	0	36	0	0	6	0	6	7	30	0	0	37	79
08:00 AM	0	0	0	0	0	0	8	2	0	10	0	0	1	0	1	2	5	0	0	7	18
08:15 AM	0	0	0	0	0	0	8	0	0	8	2	0	1	0	3	1	5	0	0	6	17
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	1	4	0	0	5	12
08:45 AM	0	0	0	0	0	0	6	1	0	7	0	0	1	0	1	3	5	0	0	8	16
Total	0	0	0	0	0	0	28	3	0	31	2	0	4	0	6	7	19	0	0	26	63

04:00 PM	0	0	0	0	0	0	9	0	0	9	1	1	1	0	3	1	11	0	0	12	24
04:15 PM	0	0	1	0	1	0	7	1	0	8	1	0	3	0	4	2	13	0	0	15	28
04:30 PM	0	0	0	0	0	0	11	1	0	12	1	0	0	0	1	3	7	0	0	10	23
04:45 PM	0	0	0	0	0	0	8	0	0	8	2	0	3	0	5	2	9	0	0	11	24
Total	0	0	1	0	1	0	35	2	0	37	5	1	7	0	13	8	40	0	0	48	99
05:00 PM	0	0	0	0	0	0	12	1	0	13	0	0	3	0	3	2	2	0	0	4	20
05:15 PM	0	0	0	0	0	0	9	1	0	10	1	0	1	0	2	3	9	0	0	12	24
05:30 PM	0	1	0	0	1	0	11	0	0	11	3	0	2	0	5	2	8	0	0	10	27
05:45 PM	0	0	0	0	0	0	11	1	0	12	1	0	4	0	5	2	2	0	0	4	21
Total	0	1	0	0	1	0	43	3	0	46	5	0	10	0	15	9	21	0	0	30	92
Grand Total	0	1	1	0	2	0	139	11	0	150	12	1	27	0	40	31	110	0	0	141	333
Apprch %	0	50	50	0		0	92.7	7.3	0		30	2.5	67.5	0		22	78	0	0		
Total %	0	0.3	0.3	0	0.6	0	41.7	3.3	0	45	3.6	0.3	8.1	0	12	9.3	33	0	0	42.3	
General Traffic	0	1	1	0	2	0	128	11	0	139	12	1	27	0	40	31	103	0	0	134	315
% General Traffic	0	100	100	0	100	0	92.1	100	0	92.7	100	100	100	0	100	100	93.6	0	0	95	94.6
3+ Axle Heavy Trucks	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	7	0	0	7	18
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	7.9	0	0	7.3	0	0	0	0	0	0	6.4	0	0	5	5.4

L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: KELL0032
 Intersection: Peckham Road / Friends Road
 City, State: Greenleaf, Idaho
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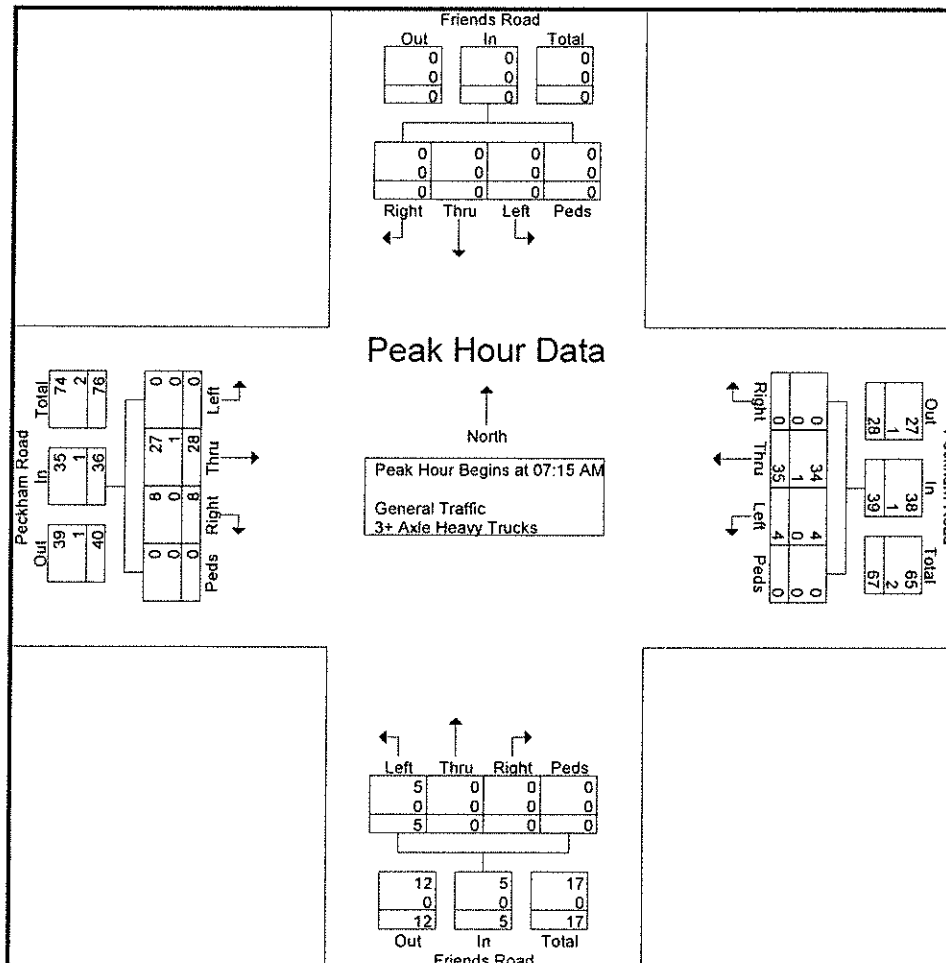
File Name : Friends Road & Peckham Road
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 Page No : 3

Start Time	Friends Road From North					Peckham Road From East					Friends Road From South					Peckham Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	0	0	0	0	0	0	8	2	0	10	0	0	1	0	1	3	7	0	0	10	21
07:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	3	0	3	1	7	0	0	8	22
07:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	2	9	0	0	11	19
08:00 AM	0	0	0	0	0	0	8	2	0	10	0	0	1	0	1	2	5	0	0	7	18
Total Volume	0	0	0	0	0	0	35	4	0	39	0	0	5	0	5	8	28	0	0	36	80
% App. Total	0	0	0	0	0	0	89.7	10.3	0		0	0	100	0		22.2	77.8	0	0		
PHF	.000	.000	.000	.000	.000	.000	.795	.500	.000	.886	.000	.000	.417	.000	.417	.667	.778	.000	.000	.818	.909
General Traffic	0	0	0	0	0	0	34	4	0	38	0	0	5	0	5	8	27	0	0	35	78
*+ General Traffic	0	0	0	0	0	0	97.1	100	0	97.4	0	0	100	0	100	100	96.4	0	0	97.2	97.5
3+ Axle Heavy Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
** 3+ Axle Heavy Trucks	0	0	0	0	0	0	2.9	0	0	2.6	0	0	0	0	0	0	3.6	0	0	2.8	2.5



L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: KELL0032
 Intersection: Peckham Road / Friends Road
 City, State: Greenleaf, Idaho
 Control: Stop Sign

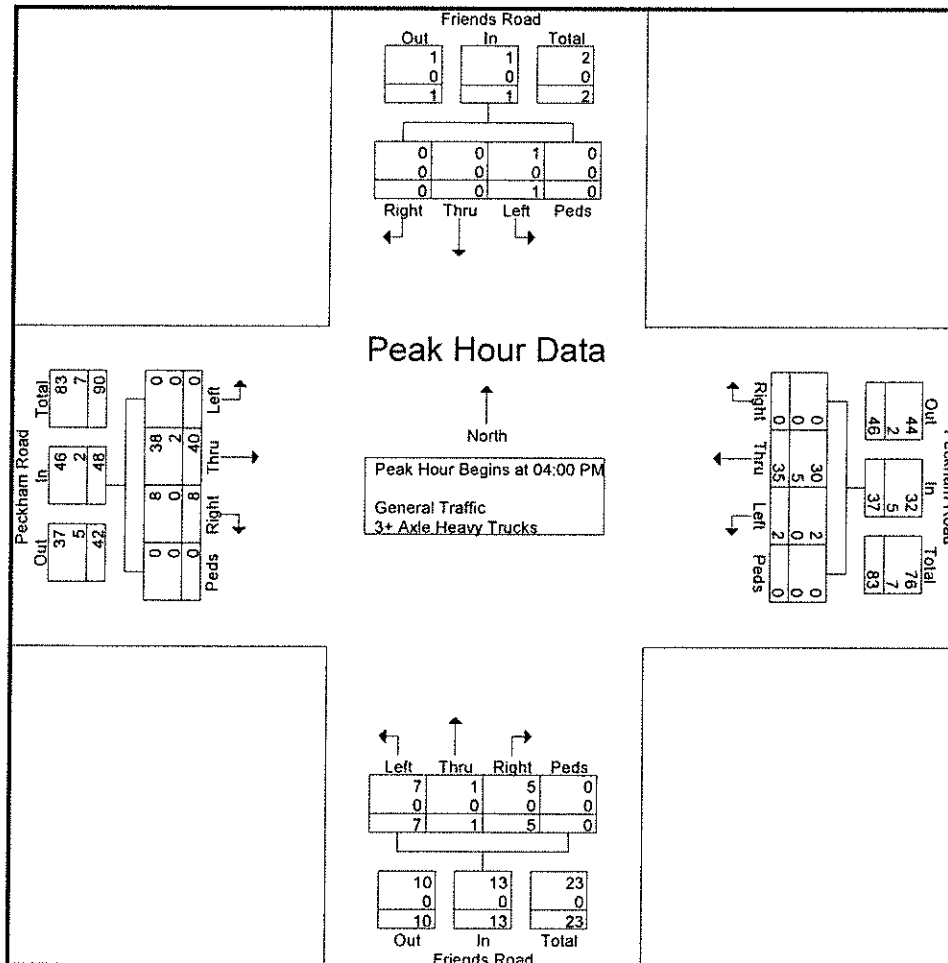
File Name : Friends Road & Peckham Road
 Site Code : 00000000
 Start Date : 11/17/2020
 Page No : 5

Start Time	Friends Road From North					Peckham Road From East					Friends Road From South					Peckham Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	9	0	0	9	1	1	1	0	3	1	11	0	0	12	24
04:15 PM	0	0	1	0	1	0	7	1	0	8	1	0	3	0	4	2	13	0	0	15	28
04:30 PM	0	0	0	0	0	0	11	1	0	12	1	0	0	0	1	3	7	0	0	10	23
04:45 PM	0	0	0	0	0	0	8	0	0	8	2	0	3	0	5	2	9	0	0	11	24
Total Volume	0	0	1	0	1	0	35	2	0	37	5	1	7	0	13	8	40	0	0	48	99
% App. Total	0	0	100	0	0	0	94.6	5.4	0	0	38.5	7.7	53.8	0	0	16.7	83.3	0	0	0	0
PHF	.000	.000	.250	.000	.250	.000	.795	.500	.000	.771	.625	.250	.583	.000	.650	.667	.769	.000	.000	.800	.884
General Traffic	0	0	1	0	1	0	30	2	0	32	5	1	7	0	13	8	38	0	0	46	92
* General Traffic	0	0	100	0	100	0	85.7	100	0	86.5	100	100	100	0	100	100	95.0	0	0	95.8	92.9
3+ Axle Heavy Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
* 3+ Axle Heavy Trucks	0	0	0	0	0	0	14.3	0	0	13.5	0	0	0	0	0	0	5.0	0	0	4.2	7.1



L2 Data Collection

L2DataCollection.com

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

Study: KELL0032
Intersection: Peckham Road / Friends Road
City, State: Greenleaf, Idaho
Control: Stop Sign

File Name : Friends Road & Peckham Road
Site Code : 00000000
Start Date : 11/17/2020
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

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

Study: KELL0032
 Intersection: SH-19 / Friends Road
 City, State: Greenleaf, Idaho
 Control: Stop Sign

File Name : Friends Road & SH-19
 Site Code : 00000000
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Friends Road From North					SH-19 From East					Friends Road From South					SH-19 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	1	0	2	3	49	1	0	53	4	0	0	0	4	2	91	0	0	93	152
07:15 AM	0	0	2	0	2	0	54	2	0	56	1	0	2	0	3	1	99	0	0	100	161
07:30 AM	1	2	2	0	5	2	73	5	0	80	5	1	1	0	7	1	92	0	0	93	185
07:45 AM	1	1	4	0	6	0	60	2	0	62	6	0	1	0	7	5	78	0	0	83	158
Total	2	4	9	0	15	5	236	10	0	251	16	1	4	0	21	9	360	0	0	369	656
08:00 AM	0	0	5	0	5	3	40	1	0	44	8	0	0	0	8	0	58	1	0	59	116
08:15 AM	1	0	2	0	3	0	37	6	0	43	14	1	0	0	15	1	75	1	0	77	138
08:30 AM	0	1	1	0	2	0	25	3	0	28	4	0	0	0	4	0	60	0	0	60	94
08:45 AM	1	1	2	0	4	6	39	6	0	51	5	2	1	0	8	0	53	0	0	53	116
Total	2	2	10	0	14	9	141	16	0	166	31	3	1	0	35	1	246	2	0	249	464

04:00 PM	0	0	3	0	3	1	91	1	0	93	2	0	2	0	4	1	67	2	0	70	170
04:15 PM	0	0	2	0	2	2	88	2	0	92	5	1	1	0	7	1	57	2	0	60	161
04:30 PM	1	0	3	0	4	1	92	2	0	95	1	0	1	0	2	0	74	0	1	75	176
04:45 PM	1	2	4	0	7	4	90	0	0	94	4	3	0	0	7	2	70	1	1	74	182
Total	2	2	12	0	16	8	361	5	0	374	12	4	4	0	20	4	268	5	2	279	689
05:00 PM	0	3	1	0	4	2	99	7	0	108	2	3	1	0	6	0	65	1	0	66	184
05:15 PM	2	0	2	0	4	3	107	4	0	114	1	0	1	0	2	0	81	0	0	81	201
05:30 PM	0	2	2	0	4	3	93	11	0	107	5	0	0	0	5	0	56	1	0	57	173
05:45 PM	1	1	0	0	2	4	86	5	0	95	5	1	0	0	6	0	67	0	0	67	170
Total	3	6	5	0	14	12	385	27	0	424	13	4	2	0	19	0	269	2	0	271	728
Grand Total	9	14	36	0	59	34	1123	58	0	1215	72	12	11	0	95	14	1143	9	2	1168	2537
Apprch %	15.3	23.7	61	0		2.8	92.4	4.8	0		75.8	12.6	11.6	0		1.2	97.9	0.8	0.2		
Total %	0.4	0.6	1.4	0	2.3	1.3	44.3	2.3	0	47.9	2.8	0.5	0.4	0	3.7	0.6	45.1	0.4	0.1	46	
General Traffic	9	14	36	0	59	34	1085	58	0	1177	72	12	11	0	95	12	1108	9	2	1131	2462
* General Traffic	100	100	100	0	100	100	96.6	100	0	96.9	100	100	100	0	100	85.7	96.9	100	100	96.8	97
* 3+ Axle Heavy Trucks	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	2	35	0	0	37	75
* 3+ Axle Heavy Trucks	0	0	0	0	0	0	3.4	0	0	3.1	0	0	0	0	0	14.3	3.1	0	0	3.2	3

L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

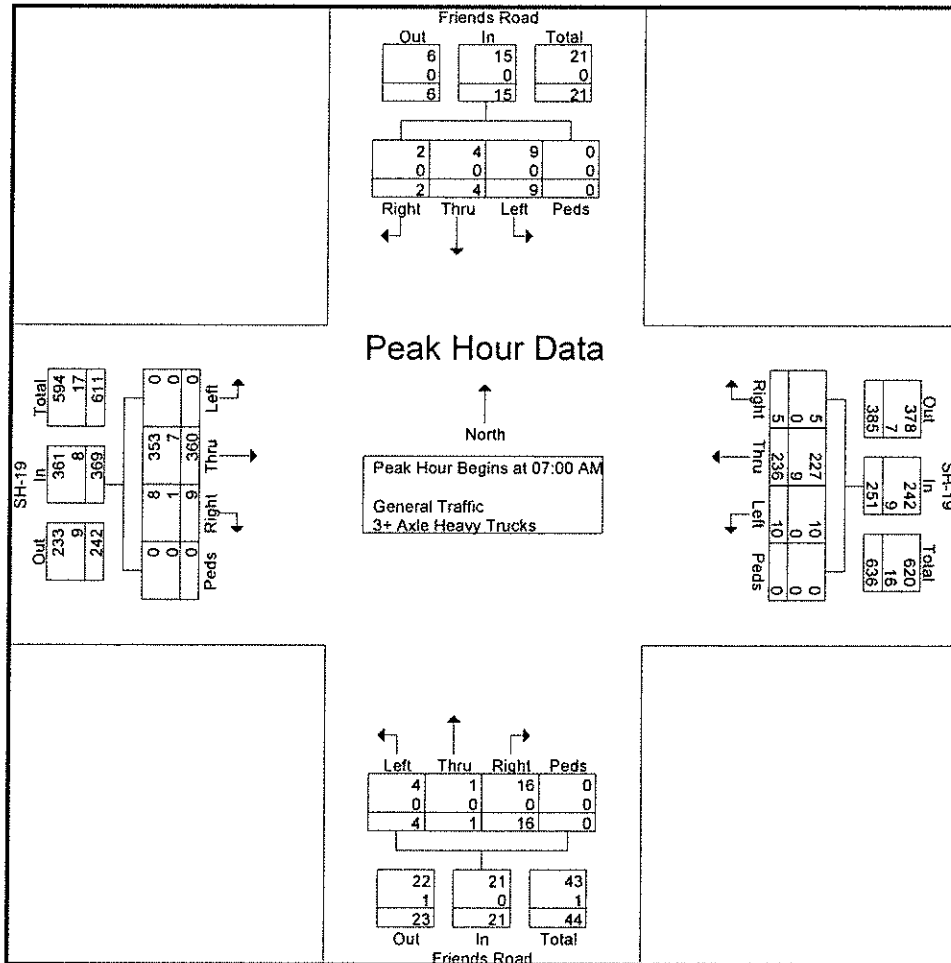
Study: KELL0032
 Intersection: SH-19 / Friends Road
 City, State: Greenleaf, Idaho
 Control: Stop Sign

File Name : Friends Road & SH-19
 Site Code : 00000000
 Start Date : 11/17/2020
 Page No : 3

Start Time	Friends Road From North					SH-19 From East					Friends Road From South					SH-19 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

07:00 AM	0	1	1	0	2	3	49	1	0	53	4	0	0	0	4	2	91	0	0	93	152
07:15 AM	0	0	2	0	2	0	54	2	0	56	1	0	2	0	3	1	99	0	0	100	161
07:30 AM	1	2	2	0	5	2	73	5	0	80	5	1	1	0	7	1	92	0	0	93	185
07:45 AM	1	1	4	0	6	0	60	2	0	62	6	0	1	0	7	5	78	0	0	83	158
Total Volume	2	4	9	0	15	5	236	10	0	251	16	1	4	0	21	9	360	0	0	369	656
% App. Total	13.3	26.7	60	0		2	94	4	0		76.2	4.8	19	0		2.4	97.6	0	0		
PHF	.500	.500	.563	.000	.625	.417	.808	.500	.000	.784	.667	.250	.500	.000	.750	.450	.909	.000	.000	.923	.886
General Traffic	2	4	9	0	15	5	227	10	0	242	16	1	4	0	21	8	353	0	0	361	639
* General Traffic	100	100	100	0	100	100	96.2	100	0	96.4	100	100	100	0	100	88.9	98.1	0	0	97.8	97.4
> 3-Axle Heavy Trucks	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	7	0	0	8	17
* 3+ Axle Heavy Trucks	0	0	0	0	0	0	3.8	0	0	3.6	0	0	0	0	0	11.1	1.9	0	0	2.2	2.6



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KELL0032
Intersection: SH-19 / Friends Road
City, State: Greenleaf, Idaho
Control: Stop Sign

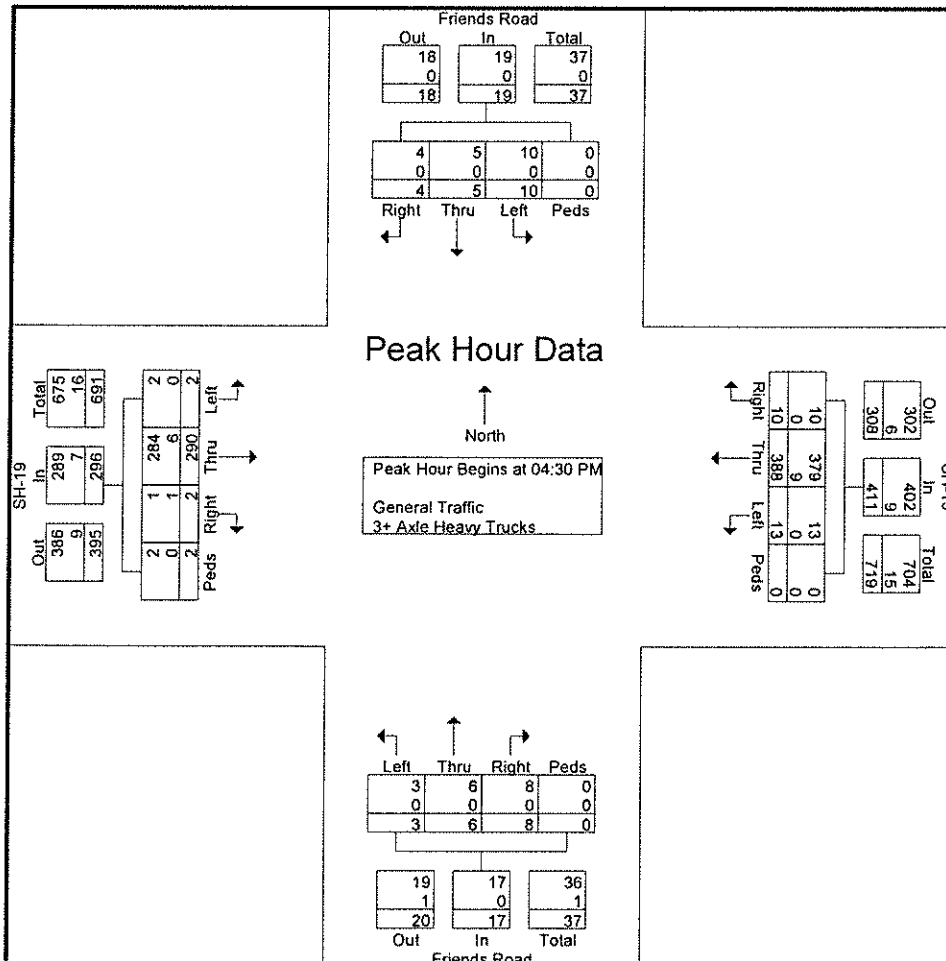
File Name : Friends Road & SH-19
Site Code : 00000000
Start Date : 11/17/2020
Page No : 5

Start Time	Friends Road From North					SH-19 From East					Friends Road From South					SH-19 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	1	0	3	0	4	1	92	2	0	95	1	0	1	0	2	0	74	0	1	75	176
04:45 PM	1	2	4	0	7	4	90	0	0	94	4	3	0	0	7	2	70	1	1	74	182
05:00 PM	0	3	1	0	4	2	99	7	0	108	2	3	1	0	6	0	65	1	0	66	184
05:15 PM	2	0	2	0	4	3	107	4	0	114	1	0	1	0	2	0	81	0	0	81	201
Total Volume	4	5	10	0	19	10	388	13	0	411	8	6	3	0	17	2	290	2	2	296	743
% App. Total	21.1	26.3	52.6	0		2.4	94.4	3.2	0		47.1	35.3	17.6	0		0.7	98	0.7	0.7		
PHF	.500	.417	.625	.000	.679	.625	.907	.464	.000	.901	.500	.500	.750	.000	.607	.250	.895	.500	.500	.914	.924
General Traffic	4	5	10	0	19	10	379	13	0	402	8	6	3	0	17	1	284	2	2	289	727
•• General Traffic	100	100	100	0	100	100	97.7	100	0	97.8	100	100	100	0	100	50.0	97.9	100	100	97.6	97.8
1+ Axle Heavy Trucks	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	6	0	0	7	16
* 3+ Axle Heavy Trucks	0	0	0	0	0	0	2.3	0	0	2.2	0	0	0	0	0	50.0	2.1	0	0	2.4	2.2



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KELL0032
Intersection: SH-19 / Friends Road
City, State: Greenleaf, Idaho
Control: Stop Sign

File Name : Friends Road & SH-19
Site Code : 00000000
Start Date : 11/17/2020
Page No : 7

Image 1





Appendix B

Utility Mapping

From: [Brittnee Henderson](#)
To: [Dawn Carroll](#)
Subject: RE: Facility Request
Date: Friday, December 4, 2020 7:35:16 AM

Company	FirstName	LastName	EmailAddress	BusinessPhone
Cable One (Sparklight) - West Valley	Terry	Alsup	terence.alsup@sparklight.biz	(208) 455-5548
CenturyLink	Brandy	Walker	brandy.walker@centurylink.com	
City Of Greenleaf	Doug	Amick	greenleafpubsvcs@cableone.net	(208) 454-0552
Idaho Power	Ethan	Morgan	UtilityLocationMap@idahopower.com	(208) 388-6510
Intermountain Gas	Bryce	Ostler	bryce.ostler@intgas.com	(208) 377-6812

From: Dawn Carroll [<mailto:EngineerDesign@digline.com>]
Sent: Thursday, December 3, 2020 4:03 PM
To: EngineerDesign
Subject: Facility Request

Provide Dig Line ID number (if known): 2977

Contact Name: Dawn Carroll

Company Name: Keller Associates, Inc.

Daytime Phone Number (include area code): 208-965-4007

Email: dcarroll@kellerassociates.com

City: Greenleaf

County: Canyon

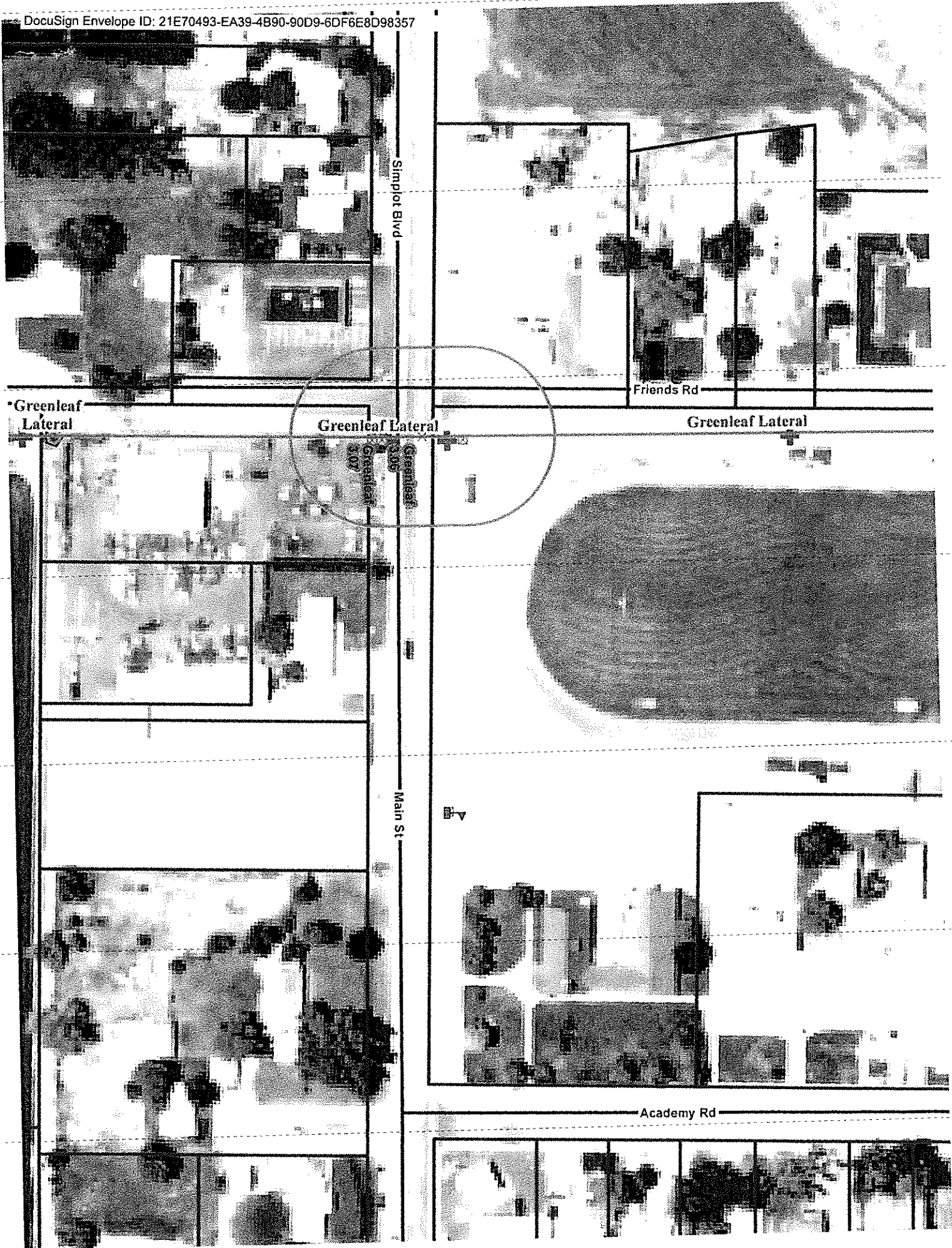
Address: Lat/Long: 43.67390411979669,
-116.8227847509513

Intersecting Street(s): Friends Road Between Main Street and Peckham Rd

Additional Locate Instructions (include footage, mileposts, landmarks if applicable) BE SPECIFIC: Need Facility contact for the area to request mapping. Thanks for your help!

Attach map location or proposed design project: <https://www.digline.com/wp-content/uploads/formidable/19/Vicinity-Map-Friends-Rd-Project.jpg>

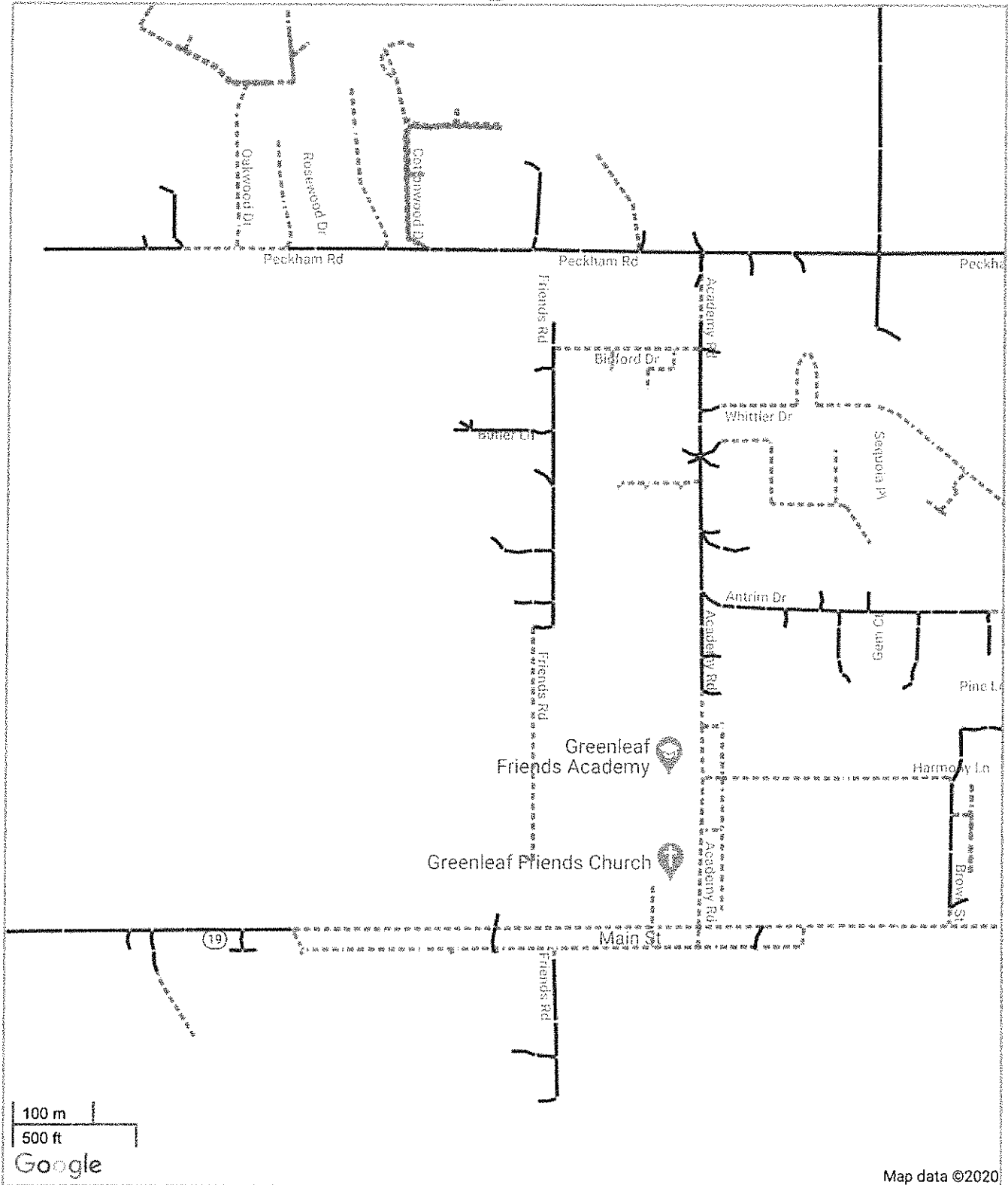
Email dcarroll@kellerassociates.com



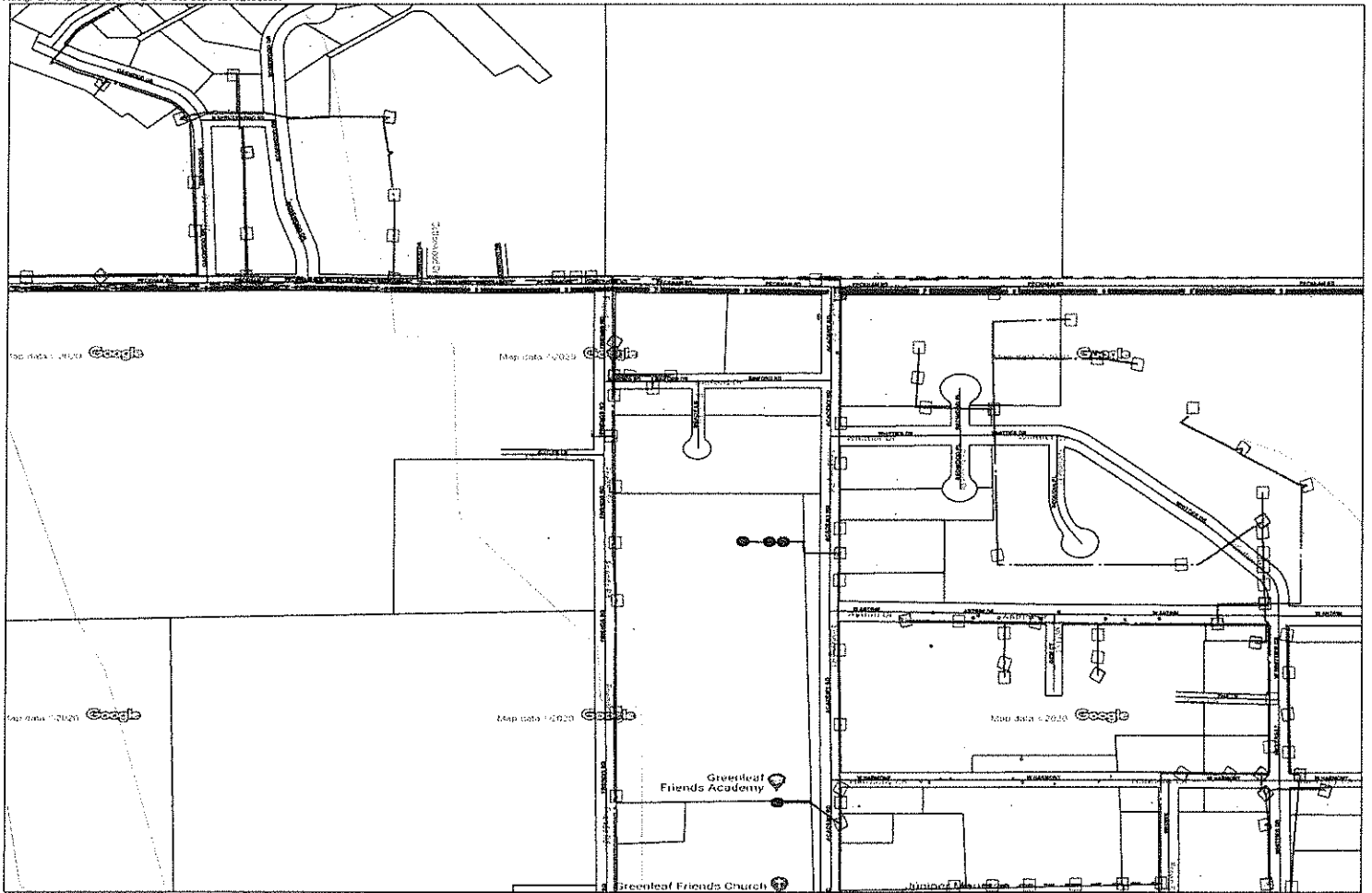
Sparklight-Cable One

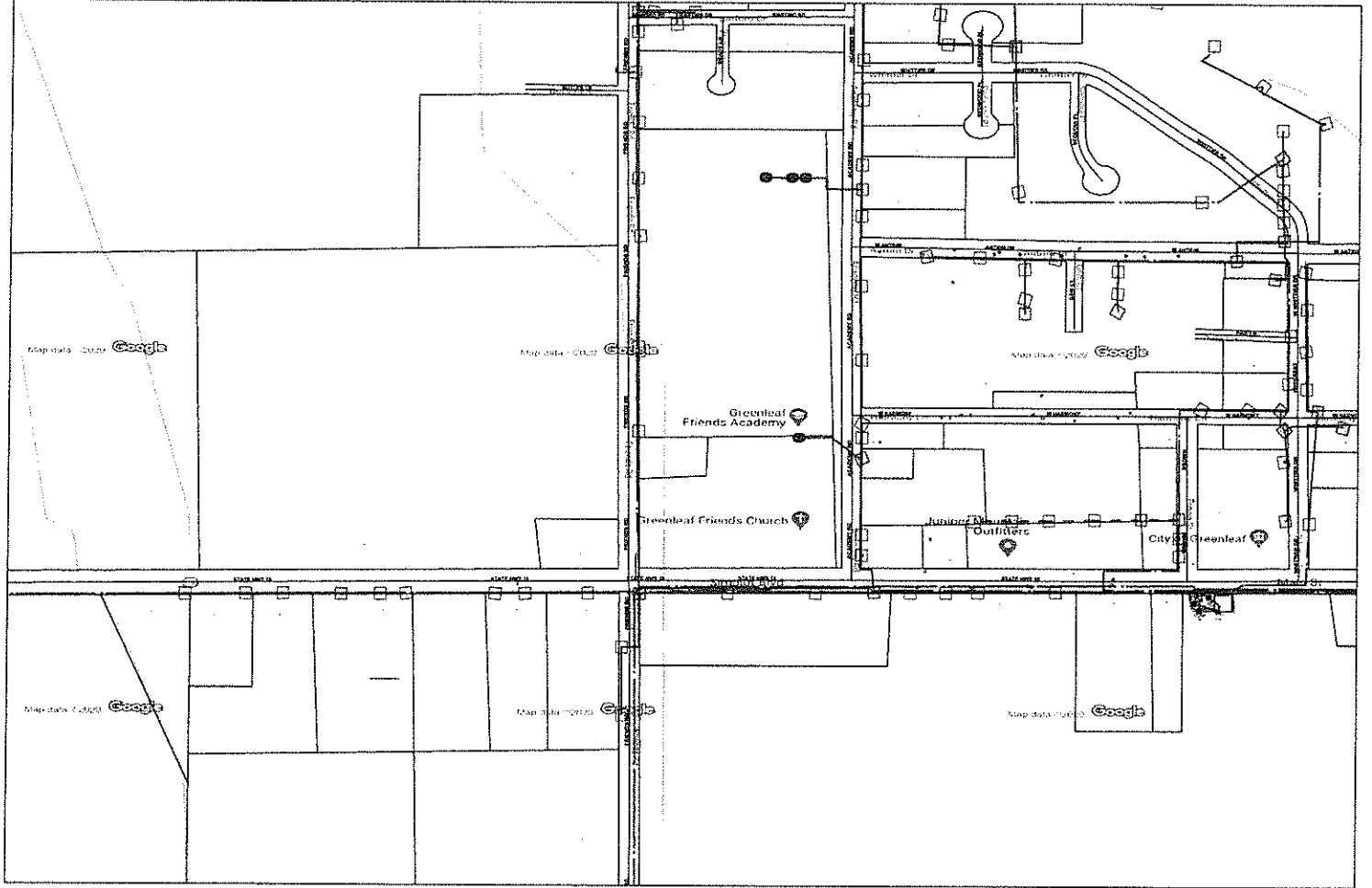


Greenleaf-Friends

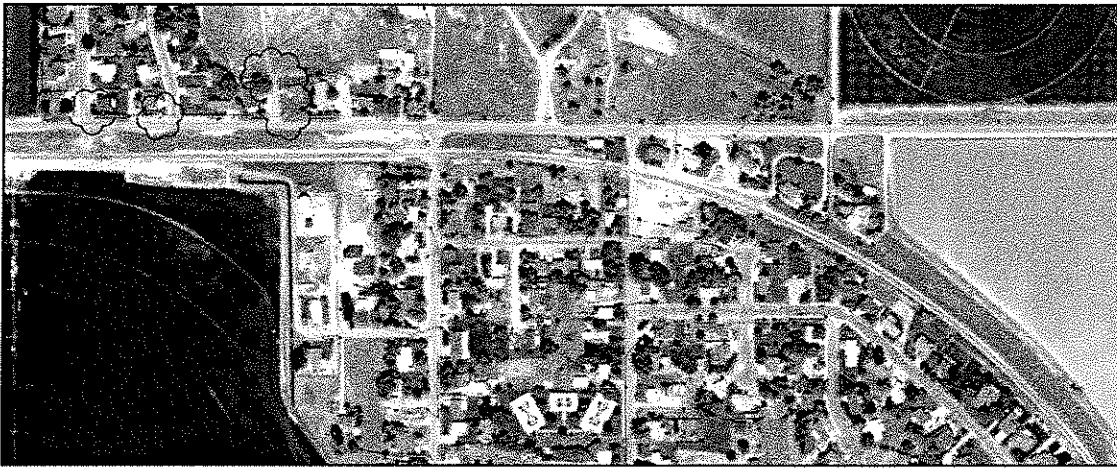
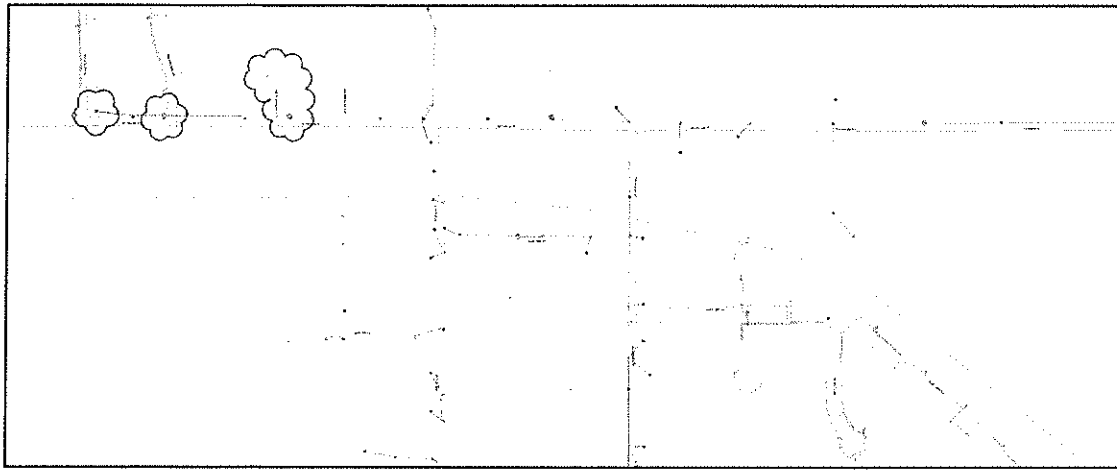


Red lines is overhead
Green lines is underground

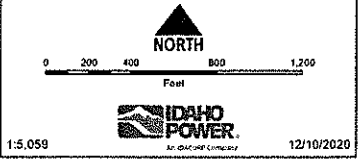




Friends Rd & Peckman Rd - Map 1

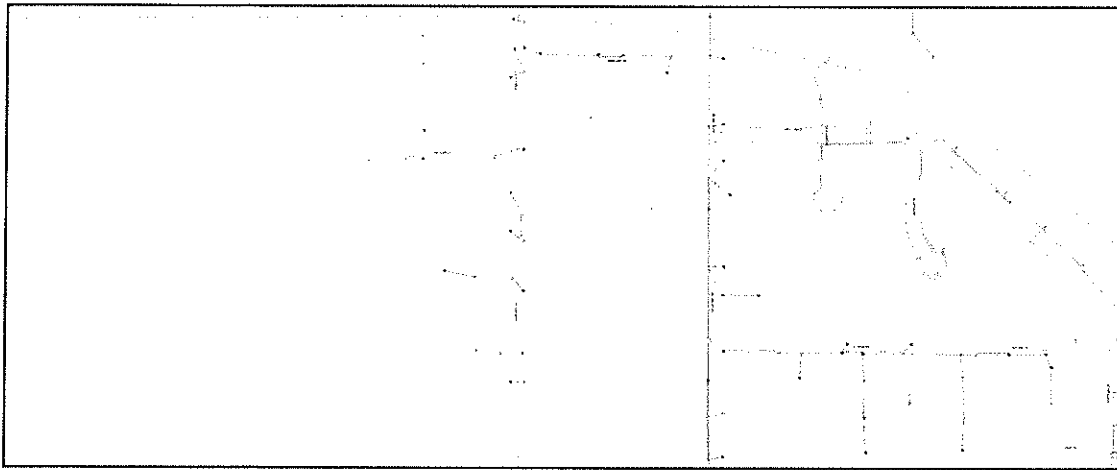


- | | |
|-------------------------|--------------------------|
| ☐ CoGen | — Transmission |
| • Secondary Box | — Transmission Foreign |
| ☐ Transformer | — OH 1 Phase |
| ⊕ Auto Step Transformer | — OH 2 Phase |
| ⊕ Primary Motor | — OH 3 Phase |
| ⊕ Sector | — OH Abandon |
| • Load Break Junction | — OH Neutral Only |
| ⊕ Recloser | — UG 1 Phase |
| ⊕ Regulator | — UG 2 Phase |
| ⊕ Sectionalizer | — UG 3 Phase |
| ⊕ Switch | — UG Neutral Only |
| ⊕ Fuse | — OH Secondary |
| • Pole | — Abandon OH Secondary |
| • Light | — UG Secondary |
| ⊕ Capacitor | — Abandoned UG Secondary |
| ⊕ Man Hole | — Abandoned UG Primary |
| ⊕ Cabinet | — Conduit/Duct |
| ⊕ Basement Vault | — OH Fiber - ADSS |
| ⊕ Splice (Pull) Vault | — OH Fiber - OPGW |
| | — UG Fiber |
| | — UG Fiber In Duct |

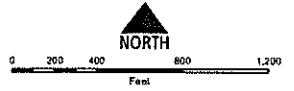
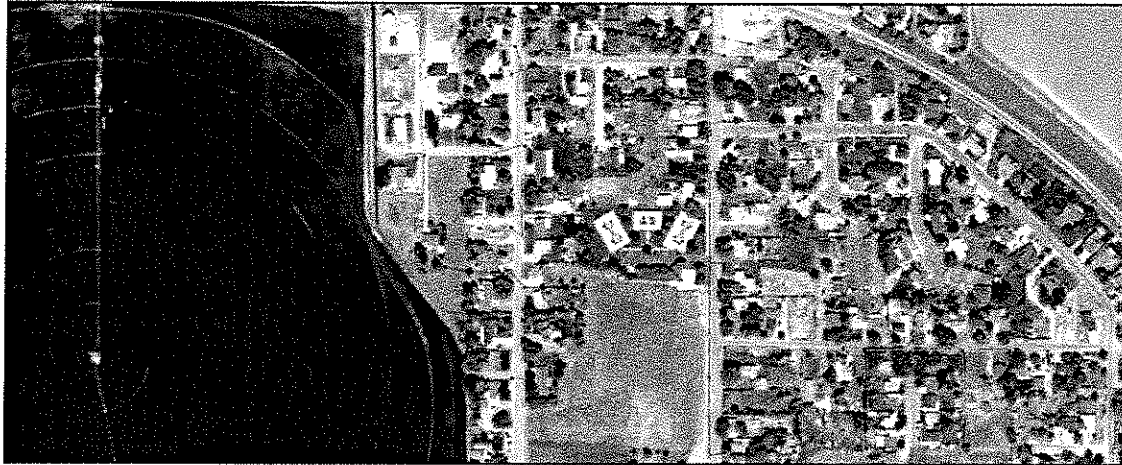


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Friends Rd & Peckman Rd - Map 2



☐ CoGen	— Transmission
• Secondary Box	— Transmission Foreign
⊗ Transformer	— OH 1 Phase
⊙ Auto Step Transformer	— OH 2 Phase
⊕ Primary Meter	— OH 3 Phase
⊞ Sector	— OH Abandon
• Load Break Junction	—N— OH Neutral Only
⊕ Recloser	— UG 1 Phase
⊕ Regulator	— UG 2 Phase
⊕ Sectionalizer	— UG 3 Phase
• Switch	— UG Neutral Only
⊕ Fuse	— OH Secondary
• Pole	— Abandon OH Secondary
• Light	— UG Secondary
⊕ Capacitor	— Abandoned UG Secondary
⊕ Man Hole	— Abandoned UG Primary
⊕ Cabinet	— Conduit/Duct
⊕ Basement Vault	— OH Fiber - ADSS
⊕ Splice (Pull) Vault	— OH Fiber - OPGW
	— UG Fiber
	— UG Fiber in Duct

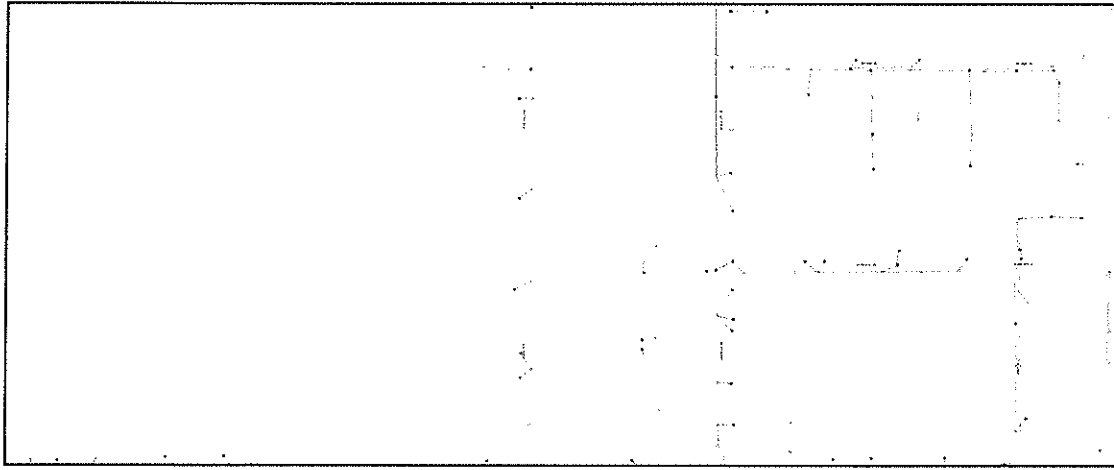


1.5.059

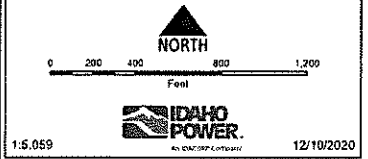
12/10/2020

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Friends Rd & Peckman Rd - Map 3



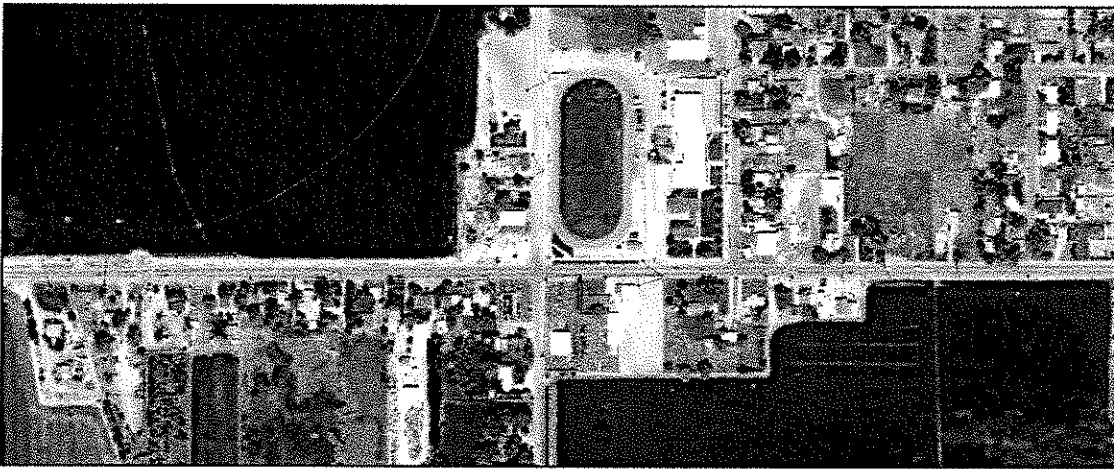
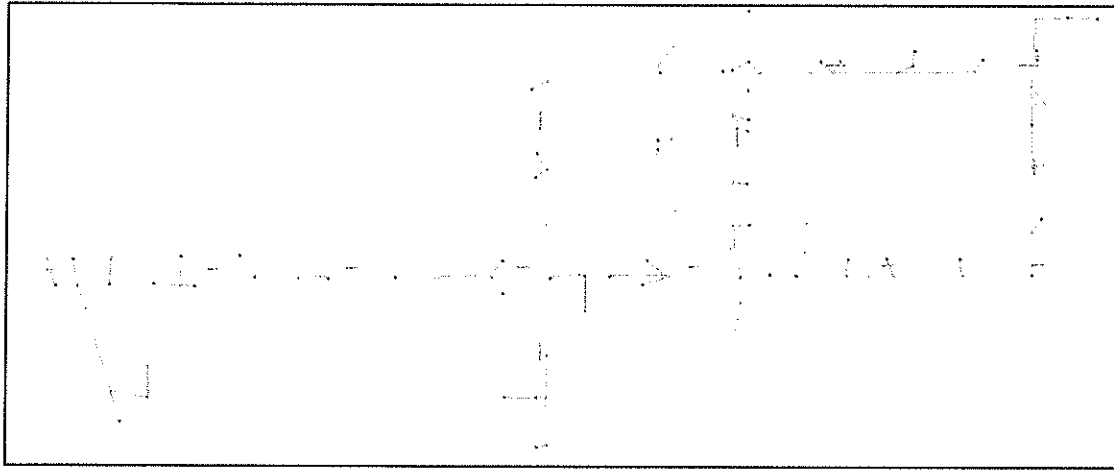
CG	CoGen	—	Transmission
•	Secondary Box	---	Transmission Foreign
⊕	Transformer	---	OH 1 Phase
⊕	Auto Step Transformer	---	OH 2 Phase
⊕	Primary Meter	---	OH 3 Phase
S	Sector	---	OH Abandon
•	Load Break Junction	---	OH Neutral Only
⊕	Recloser	---	UG 1 Phase
⊕	Regulator	---	UG 2 Phase
⊕	Sectionalizer	---	UG 3 Phase
⊕	Switch	---	UG Neutral Only
F	Fuse	---	OH Secondary
•	Pole	---	Abandon OH Secondary
•	Light	---	UG Secondary
⊕	Capacitor	---	Abandoned UG Secondary
⊕	Man Hole	---	Abandoned UG Primary
⊕	Cabinet	---	Conduit/Duct
⊕	Basement Vault	---	OH Fiber - ADSS
⊕	Splice (Pull) Vault	---	OH Fiber - OPGW
		---	UG Fiber
		---	UG Fiber in Duct



1:5,059 12/10/2020

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Friends Rd & Peckman Rd - Map 4



CoGen	Transmission
Secondary Box	Transmission Foreign
Transformer	OH 1 Phase
Auto Stop Transformer	OH 2 Phase
Primary Meter	OH 3 Phase
Section	OH Abandon
Load Break Junction	OH Neutral Only
Recloser	UG 1 Phase
Regulator	UG 2 Phase
Sectionalizer	UG 3 Phase
Switch	UG Neutral Only
Fuse	OH Secondary
Pole	Abandon OH Secondary
Light	UG Secondary
Capacitor	Abandoned UG Secondary
Man Hole	Abandoned UG Primary
Cabinet	Conduit/Duct
Basement Vault	OH Fiber - ADSS
Splice (Pull) Vault	OH Fiber - OPGW
	UG Fiber
	UG Fiber in Duct


NORTH


 0 200 400 800 1,200
 Feet

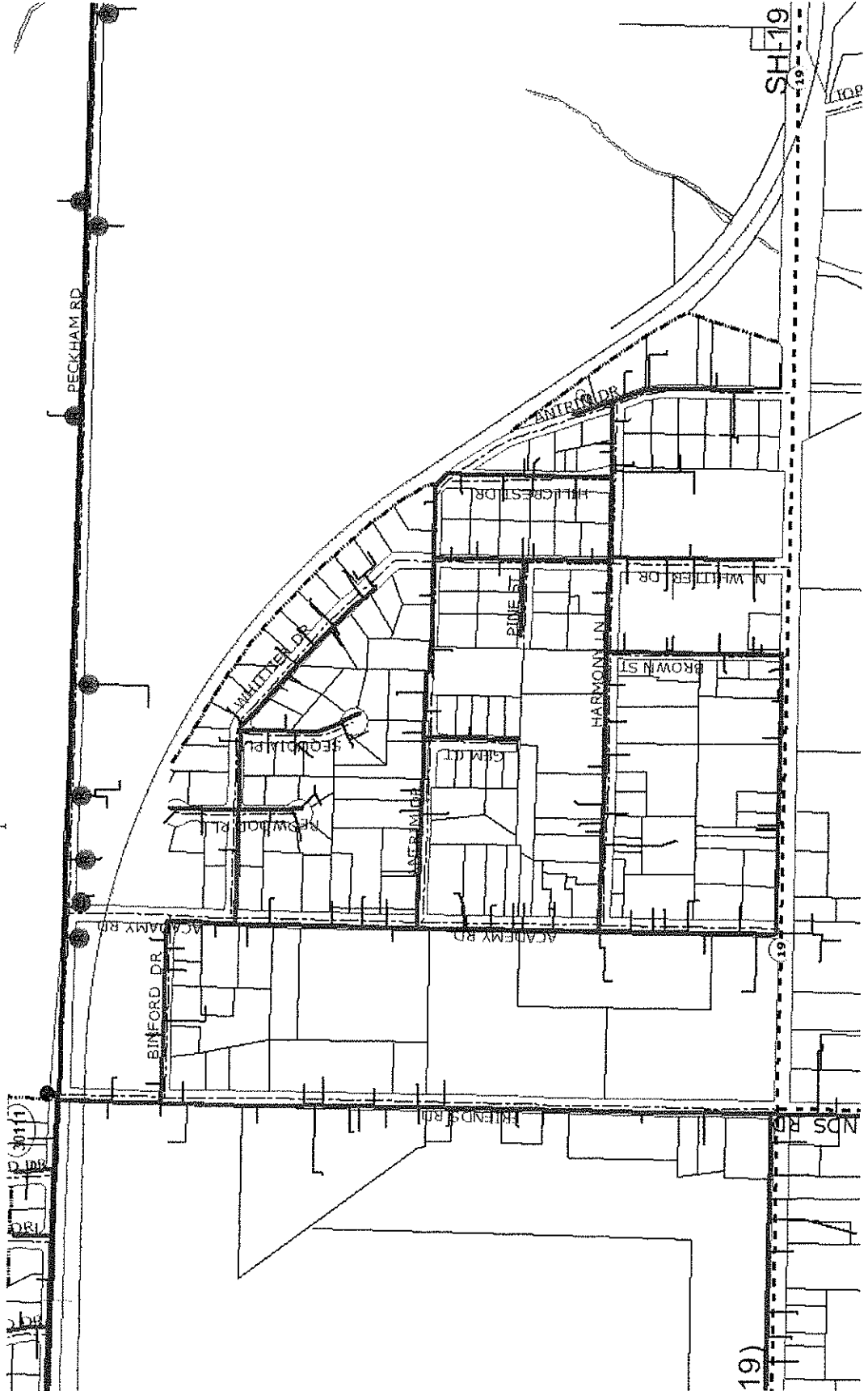

IDAHO POWER
 AN EXCELSON COMPANY

1:5,059 12/10/2020

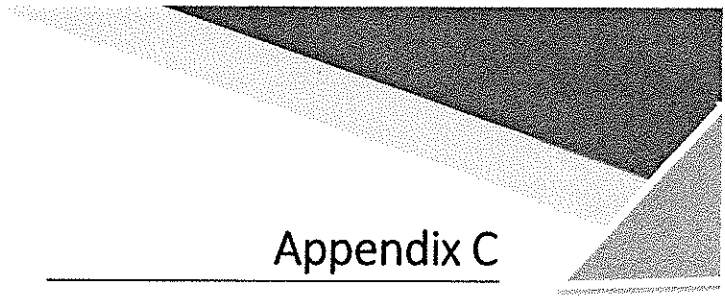
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Intermountain Gas Company's (IGC)
Confidentiality/Non-Disclosure/Non-Responsibility Statement

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19)



Appendix C

Road Petition Documents

The probable cost of securing right of way will be \$ _____, the necessity for and advantage of said road are as follows: *To open roads to schools, markets & elections.*

Dated *Jan 9th* day of *Jan* 190*9*

PETITIONERS.

S. A. Mills
W. H. Cook
E. J. ...
W. H. ...

PETITIONERS.

U. B. ...
B. G. ...
J. B. ...
O. K. ...

T. S. ...
M. S. ...
L. H. ...

Docketed ✓

No. _____

In the matter of the Application of

PETITIONERS

S. A. Mills

Et al

004300

FOR A PUBLIC ROAD.

PETITION

Filed the JAN 9 1909 day of *Jan*

O. W. Bradley 190

By _____ Clerk

Deputy

Petition accepted and Road Ordered to open for Road Overseer for Road Overseer

TRIBUNE PRINT, Caldwell, Idaho

885

Relinquishment.

I hereby relinquish all property rights
for the county road purposes as described
and called for in this petition.

S. A. Mills

W. H. Cook

W. Wilson

G. M. Wilson

Wm. S. Walker

T. C. Terrell

W. C. Osburn

L. H. Hodge

W. B. Reed

R. Christensen

S. R. Wood

J. S. Dingford

Friends Church by S. A. Mills Chm. Trustees.

00418

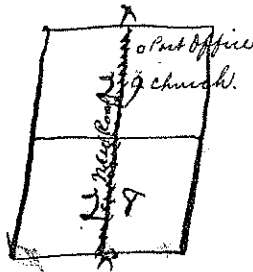
1886

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS OF CANYON COUNTY:

We, the undersigned, ten inhabitants of the State of Idaho, County of Canyon Road District No. 27, taxable therein for road purposes, pray that a public road be established in said county Fifty feet in width, having its points of beginning and termination, course and intermediate points as follows:

Commencing at a point on the half section line at the south side of Sec. 28 running thence north on said half section line through Sec. 28 and Sec. 21 to the north line of Sec. 21 having its beginning and ending points on established county roads, all lying in Township 4 N. range 4 W. - as per following map.

00418



O. K. Coe
1/9 '09

ending at

said road will run through the following lands ^{owned by} O. Reed, R. Christenson, Marion Cook, Lewis Nardyske, C. W. Wilson, S. A. Mills, S. R. Moon, Mrs. Coburn, David Wilson, Miss D. Beatty, Friends Church, J. S. Binford, Theo. Priests,

Being the following described lands N. 1/2 of S. E. 1/4 of 28, E. 1/2 of S. W. 1/4 of 28, S. 1/2 of N. E. 1/4 of 28, N. 1/2 of N. E. 1/4 of 28, S. 1/2 of N. W. 1/4 of 28, ~~owned by~~ N. 1/2 of N. W. 1/4 of 28, S. 1/2 of S. E. 1/4 of 21, N. 1/2 of S. E. 1/4 of 21, S. 1/2 of S. W. 1/4 of 21, N. 1/2 of S. W. 1/4 of 21, S. 1/2 of N. E. 1/4 of 21, N. 1/2 of N. E. 1/4 of 21, S. 1/2 of N. W. 1/4 of 21, N. 1/2 of N. W. 1/4 of 21.

Of the owners above named, all consent to opening said road, ~~except~~

1887

00418

STATE OF IDAHO,

County of Canyon, } ss.

Seth Mills & Isaac H. Biceford

being duly sworn, say each for himself, that he is one of the sureties above named; that he is a resident and freeholder of the County of Canyon and worth the amount of

One Hundred DOLLARS.

specified in the foregoing Bond, above his debts and liabilities, and exclusive of his property exempt from execution.

Seth Mills

I. Biceford

Subscribed and sworn to before me, this *9th* day of *January* A. D. 190 *9*

Owen M. Johnson
Prosecuting Attorney in &
for County of Canyon

BOND OF
Road Petitioners

TO

I hereby approve the within bond and the sureties thereon.

Chairman Board County Com's

Filed the _____ day of _____

190

Clerk.

By _____ Deputy.

TRIBUNE PRINT, Caldwell, Idaho

1888

00418 Know All Men by These Presents:

THAT Seth Mills and Isaac Binford

inhabitants _____ of Road District No. 27, County of Canyon, State of Idaho, are held and firmly bound unto said County, in said State, in the sum of One Hundred Dollars, to be paid unto the said County of Canyon, for which payment well and truly to be made, we jointly and severally bind ourselves, and each of our heirs, executors and administrators, firmly by these presents.

Signed and dated this 9th day of January A. D. 1909

The Conditions of this Obligation are Such, That whereas the above named Seth Mills, Isaac Binford, et al

road petitioners, have applied to the Board of County Commissioners for a public

road briefly described as follows, to-wit:

Beginning at a point on the half section line at the south side of Sec 28 running thence north on said half section line through sections 28 and 21 to the north line of section 21 Town. 4 N. R. 4 W.

Now, If the said Bondsmen will pay all the costs of viewing and surveying said road in case the prayer of said petitioners is not granted, and the road finally not opened, then this obligation to be void; otherwise to remain in full force and effect.

In Testimony Whereof, We have hereunto set our hands, this 9th day of January A. D. 1909

WITNESSES:

O. M. Van Poyne

Seth Mills
I. B. Binford

1889

118

ROAD DOCKET

Road No.

in Road District No. 27

In the Matter of a Petition to the Board of County Commissioners of Canyon County, Idaho, for a County Road

Principal Petitioner *Seth Miller and Leane S. Ringford*

DATE			PAPERS FILED	DATE			ACTION OF BOARD	County's Journal	
Month	Day	Year		Month	Day	Year		Vol.	Page
<i>Jan</i>	<i>7</i>	<i>1909</i>	<i>Petition and Bond filed.</i>	<i>Jan</i>	<i>21</i>	<i>1909</i>	<i>Petition granted and road supervisor ordered to open road.</i>		

NAMES OF PARTIES WAIVING CLAIMS FOR DAMAGES		NAMES OF PARTIES WAIVING CLAIMS FOR DAMAGES	
<i>S. A. Miller</i>	<i>M. H. Cook</i>	<i>J. M. Gooddyke</i>	<i>W. H. Reed</i>
<i>J. Wilson</i>	<i>Daisy C. Beatty</i>	<i>H. Christensen</i>	<i>S. V. Moore</i>
<i>J. C. Smith</i>	<i>W. C. Skarni</i>	<i>W. H. Ringford</i>	<i>W. H. Ringford</i>
		<i>W. H. Ringford by S. A. Miller the Trustee</i>	

DESCRIPTION

Commencing at a point on the half section line at the south side of sec. 28, running thence north on said half section line through sec. 28 and sec. 21 to the north line of sec. 21, having its beginning and ending points on established county roads, all lying in Twp. 4 N., Rge. 4 W. 1/4 M.

News

HIGHWAYS CREATED BY ROAD PETITIONS

Posted June 14, 2015 & filed under LHTAC News (<http://lhtac.org/category/lhtac-news/>).

By David E. Wynkoop, Attorney at Law

David E. Wynkoop has actively practiced as an Idaho attorney for 35 years. He represents numerous Idaho local highway agencies as well as the Local Highway Technical Assistance Council. Mr. Wynkoop previously served as General Counsel and Commissioner for the Ada County Highway District. He is past Chairman of the Government Attorneys Section of the Idaho State Bar. Mr. Wynkoop is a partner in the firm of SHERER & WYNKOOP, LLP, 730 N. Main St., Meridian, Idaho 83642, phone 208-887-4800.

The Idaho Supreme Court recently clarified and reaffirmed Idaho law relating to the creation of public highways by road petition. In *Trunnell v. Fergel*, Idaho's highest court held that an unopened, unmaintained public right-of-way created in 1908 remains a dedicated public right-of-way, even though a buyer purchased the land with no knowledge of the right-of-way.

Creation of public highways by the road petition process was common in Idaho in the late 1800's and early 1900's. If property owners wanted a new road, they petitioned the county or highway district commissioners. The commissioners appointed viewers to research the proposed right-of-way and investigate the need for the road. The commissioners received the viewers' report, and if they agreed with the findings, declared the proposed right-of-way to be a public highway. The right-of-way was then recorded in a county road book kept in the county recorder's office.

There is usually no issue if the road was opened and maintained. However, if the road was never opened or maintained there had been some question whether the right-of-way retained its status as an unopened public right-of-way; particularly as against a buyer who purchased land with no knowledge of the road petition.

In the *Trunnell* case, County Road 32 was declared to be a public road in 1908 by the Bonner County Board of Commissioners. The declaration was based upon a road petition presented to the County. The road petition was entered into Bonner County's Road Book. County Road 32 was never opened or maintained at public expense.

In 1991, Fergel bought ten acres of land to build a home. Fergel had no knowledge of County Road 32. When she bought her property she observed “two wheel tracks” which ran north-south along the eastern edge of her property eventually reaching Trunnell’s property. Trunnell purchased his property in 2001 and got into a dispute with Fergel whether he could use the two wheel track on Fergel’s property. Litigation ensued.

The trial court held in favor of Fergel. The lower court ruled that because Fergel bought her land with no knowledge of County Road 32, she purchased her land free and clear of the County Road 32 right-of-way. The Idaho Supreme Court reversed, holding that County Road 32 remained a public right-of-way since it was validly created by the road petition statutes and had not been formally vacated by the County pursuant to Idaho Code Section 40-203(1). There can be no informal abandonment of a public road based upon the lack of opening or maintenance of the road.

The courts had to decide between the two competing legal principles. Generally, a buyer of land purchases the land free of any encumbrances if the buyer has no actual or constructive knowledge of the encumbrance. Constructive knowledge is imputed to the buyer if documentation of the encumbrance is recorded in the records of the county recorder.

The problem is that county and title company employees are not always aware of the road petitions or the county road books. It is not uncommon for a property buyer to purchase a title report which fails to reference the public right-of-way created by a road petition. Fergel argued that because she was not actually aware of the road petition when she purchased her land, she took her land free from the public right-of-way. The more difficult issue is whether Fergel had constructive knowledge of County Road 32 based upon the road petition and/or the county road book. Fergel produced testimony from a title company manager that a prudent person would not know to search for the road petition or the county road book. Apparently, Fergel purchased a title report which did not disclose the County Road 32 right-of-way.

The Supreme Court rejected Fergel’s arguments, holding that since County Road 32 was properly created and was not formally vacated, it remained a public right-of-way.

Lessons Learned

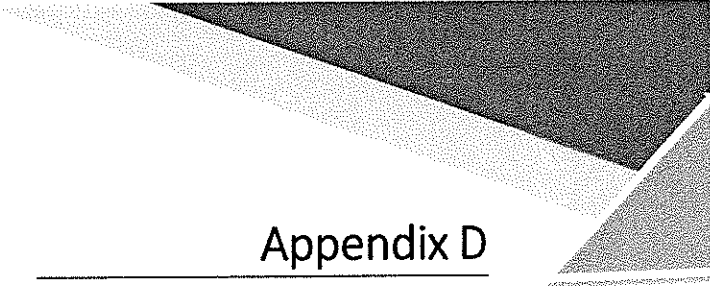
1. Highway agencies should locate the applicable road petitions and road books and make copies. These documents should be located in the county recorder’s or assessor’s records but may have been placed in cold storage. County employees may not be aware of the significance of the documents. There is a risk that they could be disposed of.

2. Identify the road petition rights-of-way on your official map. If a right-of-way has never been opened or maintained, identify it on the map as an unopened public right-of-way.
3. Consider re-recording the road petitions in the county recorder's records to improve the odds that county and title company employees are made aware of the road petitions.
4. If a road is to be widened or relocated, check to see whether the new location is the subject of a road petition.

The importance of road petitions can be demonstrated with an example. An Idaho local highway agency decided to re-locate and widen a collector road. The agency purchased title reports and appraisals and began right-of-way acquisition negotiations with the appropriate land owners. Several of the land owners hired an attorney and demanded payments far in excess of the appraised valuation. Further research found a road petition from 1907 not disclosed by the title report which overlapped with the location of the new road.

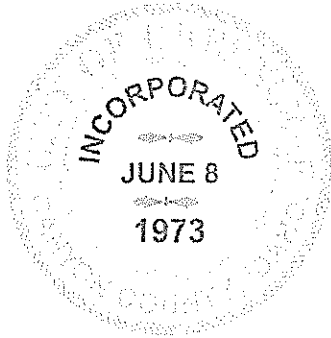
After a copy of the road petition and the *Trunnell* case was supplied to the property owners' attorney, his clients became much more reasonable and quickly settled. As of this writing, the new road is under construction. The taxpayers were saved many tens of thousands of dollars because the road petition was located.

Idaho courts have treated road petition rights-of-way as dedicated public rights-of-way. This puts roads created by petition in the same category as roads created by subdivision plat. Such roads cannot be adversely possessed. Even if the road was never opened or maintained by a public agency, it remains a public right-of-way unless and until the statutory vacation procedures are followed.




Appendix D

City of Greenleaf Public Input Memorandum



City of Greenleaf
20523 N. Whittier Drive
Greenleaf, Idaho 83626-9199
208/454-0552 (office)
208/454-7994 (fax)
greenleafcity@cableone.net
<http://www.greenleaf-idaho.us/>

Memorandum

Date: 25 March 2021
To: COMPASS Friends Road Project Development Program (PDP) Team
cc:
From: Lee C. Belt, City Clerk 
RE: COMPASS FRIENDS ROAD PDP – PUBLIC INPUT

Greetings!

The COMPASS Friends Road Project Development Project (PDP) was paused in February to collect some quick public input, targeted toward comments from property owners on Friends Road.

Attached are copies of:

- Letter sent 16 February requesting input
- Letter mailing list
- Responses received

Copies of the letter were also posted at the following four locations (same as currently used for posting Council Meeting Agendas):

- Greenleaf City Hall
- Greenleaf Post Office
- Greenleaf Chevron
- Nathan's Greenleaf Cafe

The sections below include a summary of input received, and recommendation from City Staff for project cross-sections and features to be developed in the remainder of this effort.

Summary of Input Received

- Traffic bottleneck at intersection of Friends Road and State Highway 19 (SH-19) from Friends Road traffic turning onto or crossing SH-19 [Tish]

- Roundabout not truck-friendly – Stop sign with turn/entry lanes at intersection recommended as alternative to roundabout [Tish]
- Concern regarding intersection at Notus Road and SH-19 [Tish]
- Funding to pay for project [Tish]
- Support for option 1B with asphalt path on both sides of the road [Powell]
- Make no change to Friends Road [Baker]
- Stay with a 50 foot option, preference for option 1B [Lindsey]
- No roundabout on Peckham Road [Comfort]
- Preference for option 3, but no planter strips, no turn lane, and no bike lanes [Comfort]
- Preference for option 1B and 8-foot asphalt path [Brown]
- Concern regarding truck traffic being able to go through roundabout [Brown]
- Prioritize safety [Hamilton]
- Prefer 24 foot pavement width / option A (50 ft option) [Hamilton]
- Encourage traffic to stay on Peckham rather than turn onto Friends [Hamilton]
- Concern regarding loss of on-street parking [Hamilton]
- No 70 foot right-of-way [Hamilton]
- Roundabout not good for trucks and encouragement to turn onto Friends from Peckham [Hamilton]
- Concern over cost of project [Hamilton]
- Concern over moving irrigation infrastructure [Hamilton]
- No roundabout [Brobeck]
- Current road width is adequate – Do not want change to parking, accessibility, loss of property [Brobeck]
- Options 2 and 3 (70 foot right-of-way) would take a good portion of yard and driveway. Losing that part of property is not something enthusiastic about or open to. [Brobeck]
- Encourage use of Notus Road or Tucker Road instead of Friends Road [Brobeck]

Recommendation from City Staff

City Staff believes the public input received can be reduced to the following essentials for Friends Road between Peckham road and SH-19:

- Concern regarding roundabout not being good for trucks and encouraging truck traffic on Peckham Road to turn onto Friends Road
- No support for 70 foot right-of-way
- Of the options presented, preference was expressed for option 1B, with 50 foot right-of-way and 8 foot combined bike/pedestrian path on both sides of road

City Staff requests that the following features be considered for the remaining portion of the COMPASS Friends Road PDP project, subject to adjustment upon discussion with the rest of the team. Staff believes the items below preserve safety concerns and address the majority of concerns raised during this public input period.

City Staff was unable to discern a path forward which would preserve current on-street parking / accessibility within a 50 foot right of way, and there was no support for the loss of property which would come with a 70 foot right of way.

1. Please consider leaving the roundabout in the project, with notation that this feature should be the first thing adjusted and cut from the project if adjustments are necessary to meet anticipated / actual construction bid with allocated grant funding.

Rationale: It is common for Federal funded grant projects to go to bid and construction far enough after approval and allocation of grant that the original construction estimates at grant approval are no longer sufficient to construct the project, resulting in dropping desired project features to meet actual project cost. Replacement of the roundabout with stop signs / turn lanes may be enough to retain the rest of the safety features and amenities desired in the project.

It is also worth noting that roundabouts of this same design are scheduled for construction on St John's Street in Emmett, which will allow local performance evaluation of this roundabout design in the future.

2. Please consider addition of signage at the intersection of Friends Road and Peckham Road, and at the intersection of Friends Road and SH-19, to discourage truck traffic down this section of Friends Road.

Rationale: Discouragement of truck traffic at these locations through signage may result in less through truck traffic through this residential neighborhood section of Friends Road with school athletic field frontage

3. For Friends Road between the intersection with Peckham Road and the intersection with SH-19, please consider a modified version of option 1B, as follows, for both sides of the road from center-line (50 foot right-of way):

- 14 foot travel lane (asphalt)
- 02 foot curb and gutter (concrete)
- 08 foot combined bike / pedestrian path (asphalt)
- 01 foot or less curb / border (concrete)

Rationale: 14 foot asphalt travel lane is thought to be safer than shorter traffic lanes. 2 foot concrete curb and gutter provide a visual border and the curb provides a physical barrier to bring drifting wheels back into the travel lane (a primary safety feature). An 8 foot asphalt combined bike / pedestrian path beyond the curb should provide a spacious, safe place for non-vehicle traffic that is also low maintenance for city crews. Addition of concrete curb / border on the outside of the asphalt path should help preserve the asphalt from edge degradation.

4. For Friends Road at the north leg of the intersection with SH-19, please consider leaving in the west-bound turn lane.

Rationale: Preservation of this intersection safety feature.

5. For Friends Road at the south leg of the intersection with SH-19, please consider implementation of option 3, (70 foot right-of-way).

Rationale: This should be consistent with Golden Gate Highway District standards for Friends Road as a collector south of the City Limits and set the 70-foot County collector standard for future development along the Friends Road corridor south of town as the city limits grows along the Friend Road corridor.



CITY OF GREENLEAF

20523 North Whittier Drive
Greenleaf, Idaho 83626

16 February 2021

RE: FRIENDS ROAD

Greetings!

The City of Greenleaf is respectfully requesting your comments now through 02 March 2021 regarding the attached drawings and the future of Friends Road.

Friends Road is classified as a “collector”, a road which not only provides local service to properties, but also ‘collects’ traffic to provide necessary movement through the area that it serves.

Friends Road collects traffic between Peckham Road (also a collector) and State Highway 19 – aka Main Street or SH-19 (SH-19 is an “arterial”, intended to primarily move traffic, rather than provide local service to properties), and south of the city limits Friends Road also collects traffic between and from Ustick Road (also a collector) to SH-19.

The question is, how should Friends Road be improved to provide safe conditions for all users of the road as traffic increases in the future, and includes more cars, trucks, bicycles and pedestrians with limited cross-section between Peckahm Road and SH-19?

The city has received a COMPASS Project Development Program (PDP) Grant to help answer these questions. This grant has provided a qualified and experienced engineering firm, in this case Keller Associates, to develop the concept of improvement to Friends Road to a project plan with drawings suitable for formal public comment and meeting application standards for both Idaho Transportation Department and Federal grants.

Enclosed is a draft drawing showing the following features:

- Roundabout at the intersection of Friends Road and Peckham Road
- Westbound turn lane at the intersection of Friends Road and SH-19
- Four possible ‘proposed typical section’ road cross-sections with different safety features

RE: Friends Road, p. 1 of 2

So, what do you think? Which of these, or which mix of these features, do you recommend, and why? The COMPASS PDP Grant will only take one drawing forward for development.

Some additional information to please bear in mind:

- Traffic on Friends Road, including truck traffic, is expected to increase after Peckham Road is improved in the Summer of 2022 between US-95 and Notus Road
- A 50-foot wide road was created by petition to Canyon County for Friends Road from Peckham Road to Upper Pleasant Ridge Road, with petition date of 09 January 1909
- 14-foot paved travel lanes provide substantially more room between cross-traffic, which is especially noticeable when passing by truck traffic. On the other hand, 12-foot paved travel lanes can be a traffic-calming feature encouraging slower speeds and greater attention from drivers
- The “option 3” proposed typical section is the road cross-section that most road design professionals would recommend for a collector, because it includes a center turn lane which promotes safety for local traffic when entering and exiting the road, and also includes a curb which promotes safety for bike/pedestrian traffic on the sidewalk
- The 8-foot asphalt path included in the “option 1B” proposed typical section is often favored by bicyclists over 5-foot sidewalks when bike lanes are not present, and may be safer for bicyclists than bike lanes because they are separated by curb from the paved travel lane used by cars and trucks
- Planter strips could be filled with grass, bushes, bark/rock-chip, and if 5-foot wide could have street trees

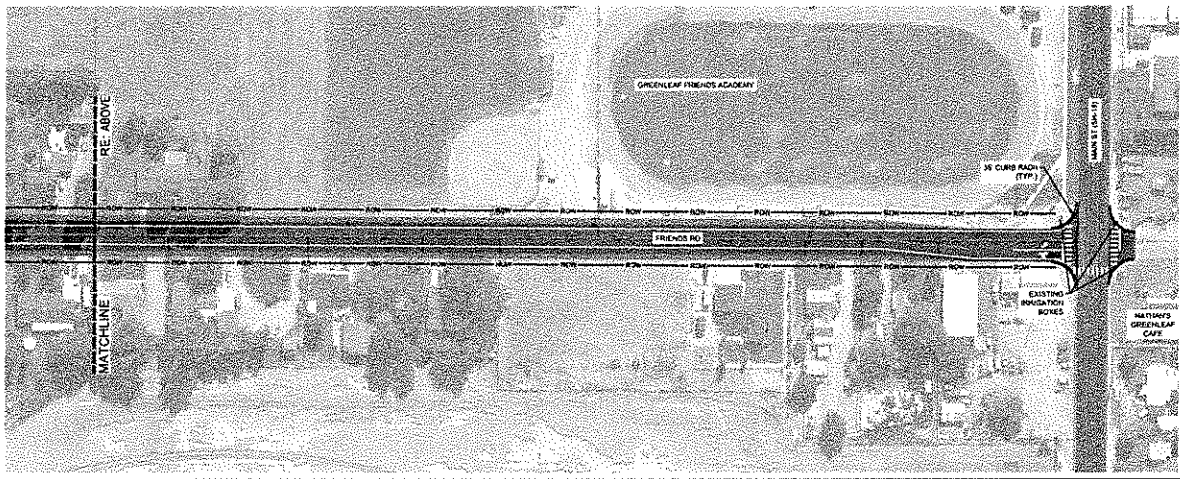
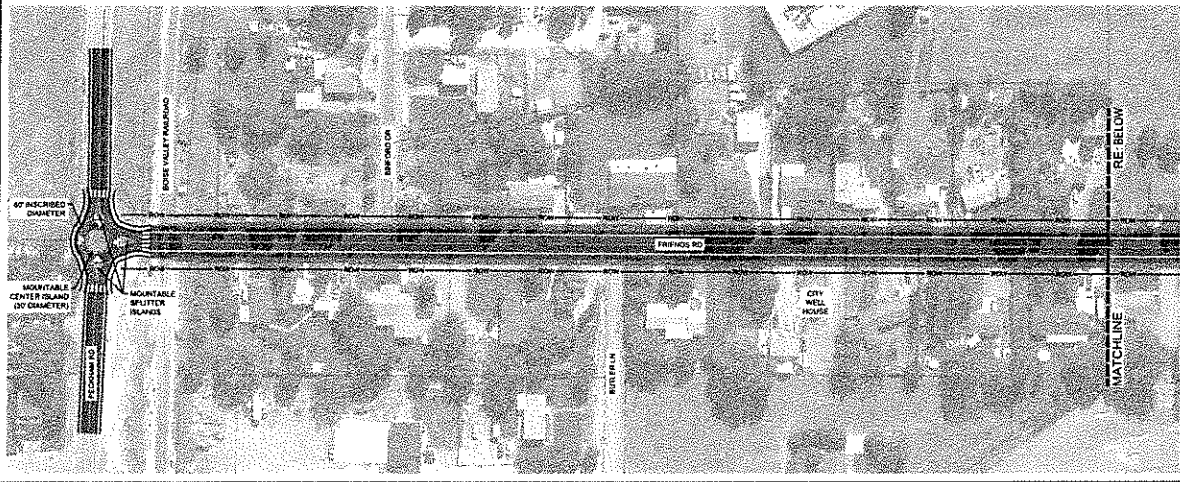
The city would appreciate receiving your comments on this matter now through 02 March 2021. Written comments, including e-mail, are easiest for the city to collect and process. City staff will also be available during business hours at City Hall and between 6:00p and 7:00p on 02 March 2021 to answer questions and receive your input.

Respectfully submitted,



Lee C. Belt
Greenleaf City Clerk

RE: Friends Road, p. 2 of 2



GENERAL SHEET NOTES
 1. DESIGN VEHICLE: WB-41 SEMI-TRAILER

DATE	DESCRIPTION

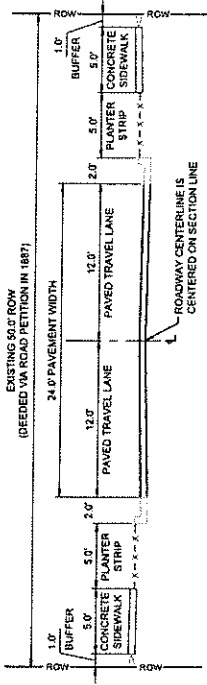
DRAFT
 Not For
 Construction

FRIENDS ROAD
 FY 2021 PROJECT DEVELOPMENT
 COMPASS
 CITY OF GREENLEAF

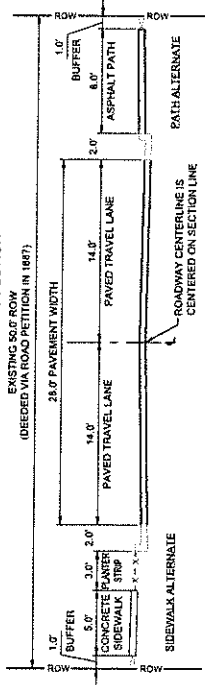
DATE	BY	CHKD
VERIFY SCALE. Scales based on 22"x34" prints.		
PROJECT NO.		
218106-001		
DRAWING NO.		

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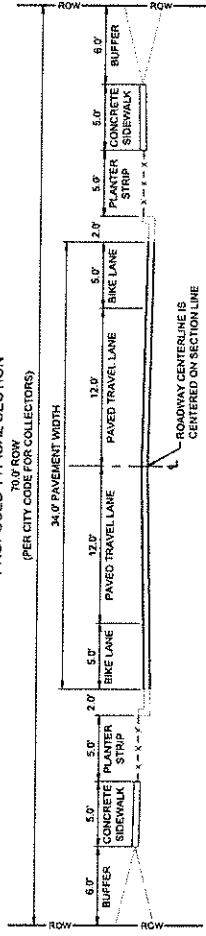
OPTION 1A
PROPOSED TYPICAL SECTION
EXISTING 50.0' ROW
(DEEDED VIA ROAD PETITION IN 1987)



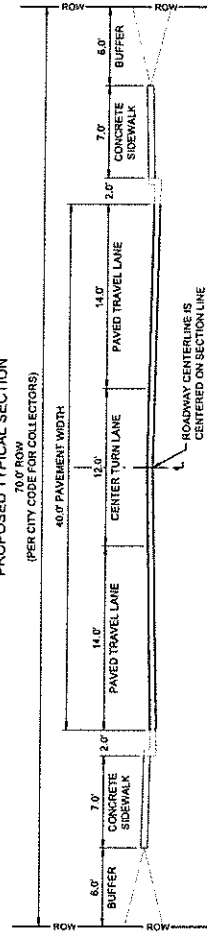
OPTION 1B
PROPOSED TYPICAL SECTION
EXISTING 50.0' ROW
(DEEDED VIA ROAD PETITION IN 1987)



OPTION 2
PROPOSED TYPICAL SECTION
70.0' ROW
(PER CITY CODE FOR COLLECTORS)



OPTION 3
PROPOSED TYPICAL SECTION
70.0' ROW
(PER CITY CODE FOR COLLECTORS)



Jim Wilhite
15364 Moss Creek Way
Caldwell, ID 83607

Steve and Sandy Arnold
20762 Friends Road
Greenleaf, ID 83626

David Dale
20858 Friends Road
Greenleaf, ID 83626

Lowell Smith
20529 Friends Road
Greenleaf, ID 83626

John and Colleen Catandella
20778 Friends Road
Greenleaf, ID 83626

Gary Brown
P.O. Box 153
Greenleaf, ID 83626

Kevin and Christina Watson
20547 Friends Road
Greenleaf, ID 83626

Sandra and Ernest Wilson
20781 Friends Road
Greenleaf, ID 83626

Laveta Bujold
20894 Friends Road
Greenleaf, ID 83626

Jennifer Robinson
20563 Friends Road
Greenleaf, ID 83626

Sharmaine Hamilton
20798 Friends Road
Greenleaf, ID 83626

NaDonna Stanley
P.O. Box 1066
Middleton, ID 83644

Daniel Powell
20571 Friends Road
Greenleaf, ID 83626

Elodia Hernandez
20803 Friends Road
Greenleaf, ID 83626

Avery Sheets
20925 Friends Road
Greenleaf, ID 83626

Janet Hibbs
20585 Friends Road
Greenleaf, ID 83626

Cliff Metcalf
P.O. Box 106
Greenleaf, ID 83626

Rodney and Elizabeth Baker
20955 Friends Road
Greenleaf, ID 83626

Brad Holton
20675 Friends Road
Greenleaf, ID 83626

Beverly Rayne
20826 Friends Road
Greenleaf, ID 83626

John Gibson
20959 Friends Road
Greenleaf, ID 83626

Jacob and Rachel Brobeck
20723 Friends Road
Greenleaf, ID 83626

Tracy Thompson
20840 Friends Road
Greenleaf, ID 83626

Ruben Pedraza
20964 Friends Road
Greenleaf, ID 83626

Alice Cantrell
20741 Friends Road
Greenleaf, ID 83626

Justin Muriara
20841 Friends Road
Greenleaf, ID 83626

Bill Rogers
20954 Friends Road
Greenleaf, ID 83626

Dan and Dena Lindsey
20761 Friends Road
Greenleaf, ID 83626

Michael Mayberry
20857 Friends Road
Greenleaf, ID 83626

Lowell Smith
P.O. Box 381
Greenleaf, ID 83626

Rob Comfort
20431 Friends Road
Greenleaf, ID 83626

Greenleaf Friends Academy
P.O. Box 368
Greenleaf, ID 83626

Luciano Mendoza
P.O. Box 232
Greenleaf, ID 83626

Ron Mulkey
c/o Greenleaf Friends Church
P.O. Box 428
Greenleaf, ID 83626

Andrew Macleod
21022 Briarwood
Greenleaf, ID 83626

Nathan's Greenleaf Cafe
P.O. Box 457
Greenleaf, ID 83626

Greenleaf Friends Church
P.O. Box 428
Greenleaf, ID 83626

Hailee Swainston
21392 Peckham Road
Greenleaf, ID 83626

John Redmon
21480 Peckham Road
Greenleaf, ID 83626

Richard and Cindy Rarrigus
21397 Peckham Road
Greenleaf, ID 83626

Kenton and Michelle Filbrun
21526 Peckham Road
Greenleaf, ID 83626

Jenna Frerichs
21524 Peckham Road
Greenleaf, ID 83626

February 1, 2021

Subject: Friends Road Improvement

My name is Harold Tish and I live at 20880 Peckham Road. I also own farm ground which borders Friends Road between Lower Pleasant Ridge Road and Middle Road.

Glad to see a plan is being considered to up grade Friends Road from Peckham Road to Ustick Road. Widening Friends Road to 14 foot wide lanes would be a good improvement.

I have some questions to the over all plan.

1. You still have not improved the bottleneck of traffic trying to enter highway 19 by south bound traffic on Friends Road wanting to cross Highway 19 or turn left onto State Highway 19.

2. A Roundabout would work fairly well at Peckham road and Friends road for cars but is not friendly to truck traffic. A three or four axle semi trailer including tractor, is 60 plus feet long and some trucks pulling two trailers can legally be up to 90 feet long. Even with mountable islands for trucks, this would definitely (as you say) be a calming effect as a speed control on Peckham road. Personally I would rather see a turn - safety lane added to Peckham road with a stop sign for north bound traffic entering from Friends Road. I can not see a big increase of north bound traffic on Friends Road between Highway 19 and Peckham Road unless you start removing houses and replacing them with multiable story apartment housing.

3. Although it is not part of the Peckham Road - Friends Road project , what is the State Highway Department going to do to improve the entering of traffic from Notus Road onto State Highway 19 as more traffic uses Peckham road instead of traveling State Highway 19 .

4. Where does the money come from to pay for this project?



Harold Tish
P. O. Box 385
Greenleaf, Idaho 83626

Daniel Powell
20571 Friends Road
Greeneville, TN, 37626-9190
209-300-7704
dpowell7704@gmail.com

Feb 23 2021
Regarding: Friends Road Project Development

City of Greeneville
20523 New Whittier Dr.
Greeneville, TN 37626

Dear Mr. Bell,

As one who enjoys riding Bikes as well as walking it is my opinion and desire that option 1B with asphalt paths on both sides of the road be used. I see a lot of people riding Bikes, both directions past my house, as well as people walking dogs & just walking. My vote is for option 1B with paved asphalt paths on each side of the road.

Thanking you
sincerely

Daniel Powell :

Daniel Powell

Subject: future of Friends rd.

From: All about you Insurance <aayinsurance@gmail.com>

Date: 2/25/2021, 4:42 PM

To: greenleafcity@cableone.net

Hello,

Imagine our surprise to open a notice from the city stating they want to make our beautiful Friends rd. a throughway for large trucks, and also put in a roundabout at the intersection of Peckham Rd./ Friends Rd. It seems odd to us that a city would want large trucks speeding down a residential road. Especially since so many alternative routes exist. Who exactly determined that Friends Rd. was a "collector rd" ? The proposal is here in front of us. Here is our response.

Please do not make Friends rd. a throughway for large trucks and traffic. It is such a fantastic neighborhood, and since you decided to close off Academy it has been busier, but we have accepted that. My family and I vehemently do not want this change to happen.

I grew up in this area, and was so pleased when I was able to move my family back here. Where we were living in Meridian we were afraid to let our young son go out to play other than in the backyard, because of heavy traffic close to our home, and the many accidents that happen when living in a high traffic area. Moving to Friends rd. has been one of the best things we've ever done. Greenleaf is a great place to retire, and also raise a family. We have felt very welcome here since the beginning, and love being part of this community. If we allow this heavy traffic to come through the city will suffer. We will no longer be the sweet little town everyone wishes they could live in, we will be just that place where the trucks run through without a care. Cute homes and nice friendly front yards will disappear, just trash and pollution left in their place. A truly sad vision.

For our son to be able to ride his bike or skateboard without fear of being hit by a car has been wonderful. Many people walk along Friends Rd. looping around to Academy and such, My husband and I are some of those people, and we love being out there, enjoying our neighbors, and neighborhood, taking advantage of the peace, quiet, and the safe community we live in. Once those trucks are allowed to move through on a constant basis, everything that makes this neighborhood awesome to live in goes away. We will be living with the noise, dust, smell, of constant traffic. We won't be able to walk along safely, or let our children out to play. The value of our property will be lowered due to hazardous traffic and pollution. Not to mention the cost to the city to maintain a road that will be used by heavy truck traffic. We've all seen what the intersection down in Caldwell by the carwash looks like. Deep grooves, sliding asphalt, and trash. Let's talk about the roundabout. I'm not sure why the city feels it needs a roundabout in this area. I have lived here 5 years, and have yet to see one traffic accident there. It will not make the flow of traffic any easier, in fact I believe that it will make the traffic worse. How will you incorporate the railroad track into that mess? I can see it now, I am sitting on my sofa, looking out my front window to see trucks, waiting, backed up. Meaning that all those trucks will spend the next hour blowing through that roundabout to make up for the lost time waiting for the train or what not.

I will say this, the other end of Friends rd, on the highway could use a little work, much like the one depicted. It's not a bad idea, but I do not think it needs to be this drastic.

Please do not make this type of "improvement" to Friends Rd. The damage it would do to this

future of Friends rd.

wonderful neighborhood would be irreparable. There are so many other, more sensible routes these trucks can take.

We would very much like to see large truck traffic banned (with the exception of moving trucks, supply trucks, emergencies, ect) completely from our city neighborhoods.

Let's keep Greenleaf, and Friends rd the great place it currently is.

Thank You,

Rodney and Elizabeth Baker

Friends Road project

Subject: Friends Road project

From: Dan Lindsey <dandenal@yahoo.com>

Date: 2/26/2021, 12:25 PM

To: "greenleafclerk@cablone.net" <greenleafclerk@cablone.net>

Lee,

Per your letter dated 2/16/21, I'm responding with my preferences for the pending project. Due to added expense, neighborhood house placements, and other unforeseen issues, I would recommend staying with either of the 50' options. However, my preference would be option 1B.

Thank you,

Dan Lindsey

20761 Friends Road

Greenleaf, Id. 83626

208.350.0144

Friends Rd.

Subject: Friends Rd.

From: Rob comfort <robcomfort58@gmail.com>

Date: 2/22/2021, 5:47 PM

To: "greenleafcity@cableone.net" <greenleafcity@cableone.net>

I am not a fan of roundabouts in general, and definitely not on Peckham Rd. Traffic on that portion of the road is nowhere near congested enough to consider any type of traffic control. If growth increases enough to justify it ,I believe that the flow will naturally go to either Hwy 19 via Hwy 95 or to Notus Rd. for thru traffic. In that case the only traffic will be local on Peckham.

On the subject of road sections, of the presented options I would prefer option 3. I don't believe the planter strips are necessary as I'm afraid they will be neglected and ugly or they will require long term care at the expense of the city. I do not believe a turn lane or bike lanes are necessary.

I'm not sure of the necessity of any of these proposals and if the impetus of this project is that there was a grant provided by Compass, I don't think that it should be considered. I would hope that city is more interested in the prudent spending of tax dollars than going along with ideas of another government program. Sincerely, Rob Comfort.

COMPASS Friends Road PDP – 02Mar2021 Input Window – Verbal Input Log

01 Mar 2021 – Gary & Diana Brown: Prefer option 1B. Discussion about roundabout but no objection as long as trucks can get through. Like 8 foot asphalt path.

Subject: Greenleaf and Future of Friends Road

From: Sharmaine <shargsleader@gmail.com>

Date: 3/2/2021, 7:39 PM

To: greenleafclerk@cableone.net

Thank you for the meeting to explain the grant and the proposal for Friends Road. I have outlined my thoughts below, with Option 1B being my choice.

1. Safety is utmost importance, especially looking ahead to more growth of people w growing families;
2. I would prefer a 24' pavement width from Option A, as it might slow traffic a bit;
3. I believe best route is to keep traffic on Peckham and through to Notus Road, as there are not as many homes and more empty space. Keeping the big trucks out of a "neighborhood" such as what Friends Road is seems safer;
4. From the meeting, I understand there was some concern about parking spaces being taken away. That does not really effect me, and I think it is something I note as it is important to the neighborhood as a whole;
5. Under no circumstances would I want a 70' ROW. That would bring the road too close to existing homes, not only for the enjoyment of home, and bringing on more noise, dirt, etc, as I believe more traffic would speed down a wider road- not safe for children and/or animals. Also, this could be a disaster for turning out of driveways to enter the roadway;
6. The roundabout listed on Peckham would be a disaster for large trucks and force them to possibly make the turn on Friends in order to make the turn;
7. There was some mention of costs after the fact with rezoning, the work itself, and added tax rates, etc. that should all be taken under consideration. Not only do we have older homeowners, and we need to think ahead to affordability not only for them, but our younger generation;
8. Looking at the properties that mostly have irrigation water, as far as moving pumps, feeder pipes, possible utilities, etc. and who will bear that brunt for same reasons stated above.

I hope this gives enough information regarding what is being proposed and my thoughts as far as the 4 Options for Proposed Typical Sections.

Thank you for requesting feedback and inviting homeowners to express their vision.

Sharmaine Hamilton
shargsleader@gmail.com
Sent from my iPhone

Friends Rd project

Subject: Friends Rd project

From: Rachel Brobeck <rbrobeck86@gmail.com>

Date: 3/6/2021, 1:55 PM

To: Greenleaf City Clerk <greenleafclerk@cableone.net>

Lee,

We are letting you know of our opinion for the project that has been proposed for Friends Rd. None of the options provided were overly appealing to us. We are definitely not interested in the idea of a roundabout at the end of Friends and Peckham.

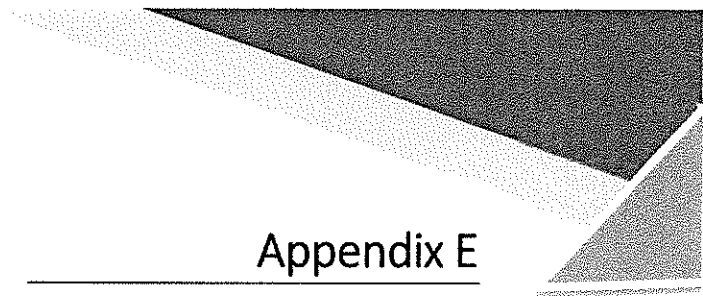
The idea of widening or modifying the road does not make any sense to us. We feel the road is adequate in its current state. Any alterations to Friends Rd would greatly affect parking, accessibility, and possible loss of property. Not to mention the huge inconvenience a construction project of that size would be to the residents.

In option 2 and 3, that is outside of the 25' easement, would be taking a good portion of our yard and driveway and losing that part of our property is not something we are enthusiastic about or open to. The increase of traffic could be contributed to the closure of Academy and Peckham. A more reasonable option may be to encourage traffic to use Notus Rd or Tucker Rd. rather than utilizing Friends Rd to resolve these issues.

Sincerely,

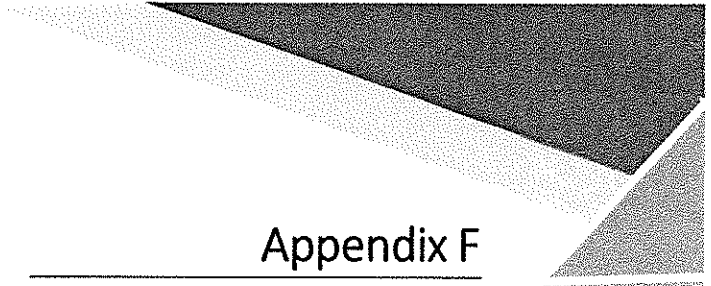
Jake and Rachel Brobeck

Sent from my iPhone



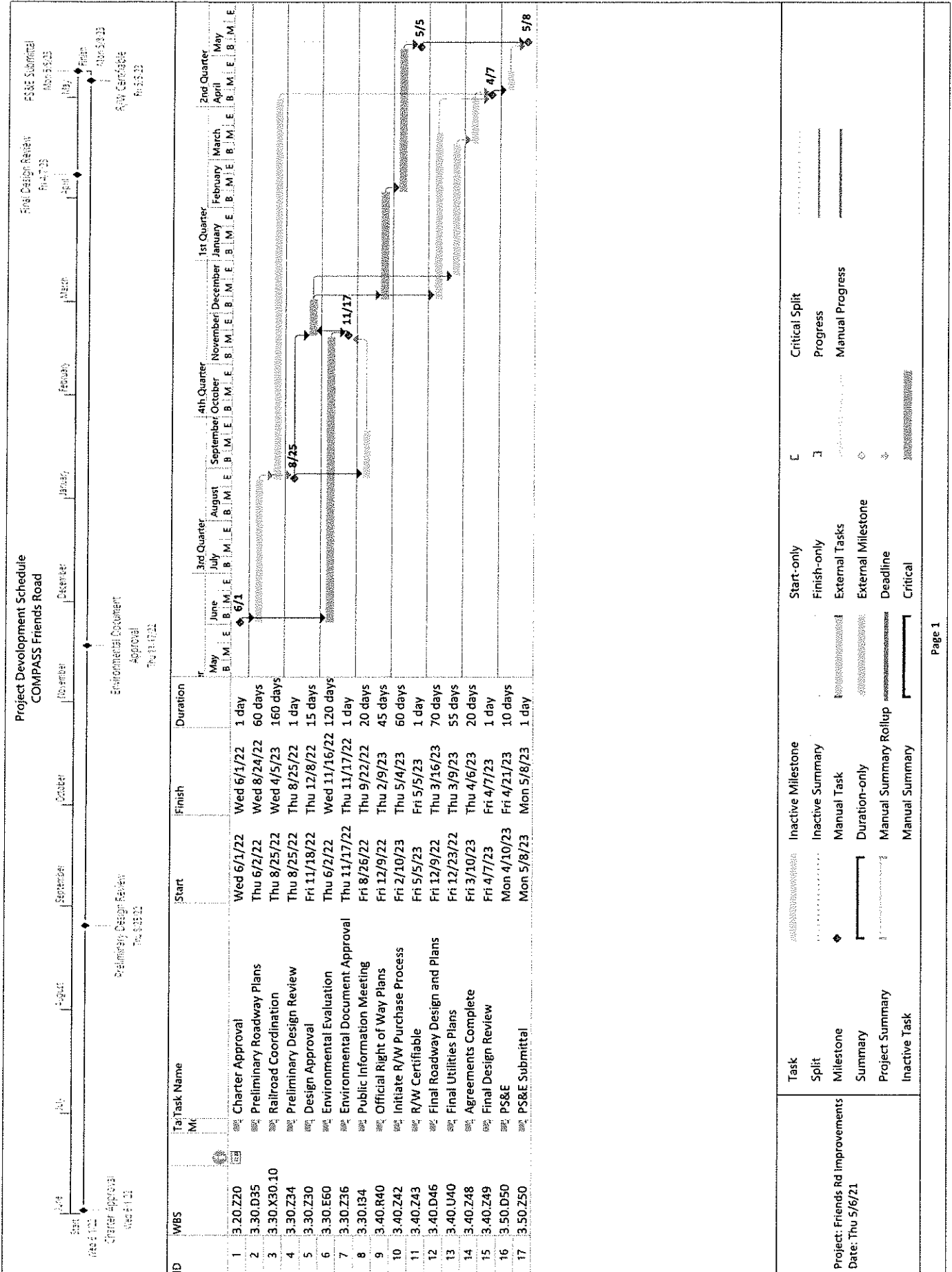
Appendix E

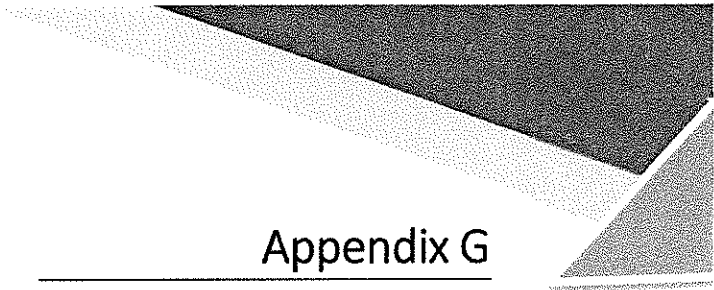
Preferred Option Plan View and Typical Section



Appendix F

Critical Path Method (CPM) Schedule





Appendix G

Project Cost Summary (ITD 1150 Form)



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
		5/6/2021
Location		District
Friends Road; SH-19 to Peckham Road, Greenleaf		3
Segment Code	Begin Mile Post	End Mile Post
000253	103.07	103.57
		Length in Miles
		0.50

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$20,000
1b. Preliminary Engineering by Consultant (PC)		\$236,000
2. Right-of-Way: Number of Parcels 3 Number of Relocations		\$50,000
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		\$299,000
5. Drainage and Minor Structures		\$28,000
6. Pavement and Base		\$504,000
7. Railroad Crossing:		\$40,000
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$33,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$20,000
11. Detours		
12. Landscaping		
13. Mitigation Measures		\$20,000
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$481,000
15. Cost of Constructions (Items 3 through 14)		\$1,425,000
16. Mobilization 10 % of Item 15		\$143,000
17. Construction Engineer and Contingencies 27 % of Items 15 and 16		\$423,000
18. Total Construction Cost (15 + 16 + 17)		\$1,991,000
19. Total Project Cost (1 + 2 + 18)		\$2,297,000
20. Project Cost Per Mile		\$4,594,000

Prepared By:

Keller Associates

Friends Road Improvements
COMPASS FY2021 Project Development Program

May 6, 2021

PRE-DESIGN

Reconstruct Friends Rd from SH-19 to Peckham Rd; Mini-Roundabout at Peckham Rd; Widen North and South Approaches at SH-19

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
201-010A CLEARING & GRUBBING	LS	1	\$ 10,000.00	\$10,000
203-005A REM OF OBSTRUCTIONS	LS	1	\$ 10,000.00	\$10,000
203-015A REM OF BITUMINOUS SURF	SY	9,000	\$ 8.00	\$72,000
205-005A EXCAVATION	CY	7,850	\$ 17.00	\$133,450
205-040A GRANULAR BORROW	CY	3,880	\$ 17.00	\$65,960
205-060A WATER FOR DUST ABATEMENT	MG	288	\$ 25.00	\$7,200
212-105A WATER POLLUTION AND EROSION CONTROL	CA	20,000	\$ 1.00	\$20,000
303-021B 3/4" AGGR TY B FOR BASE	TON	5,020	\$ 30.00	\$150,600
401-020A CSS-1 DIL EMUL ASPH FOR TACK COAT	GAL	540	\$ 2.50	\$1,350
405-435A SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-3	TON	1,760	\$ 200.00	\$352,000
605-055A CATCH BASIN	EACH	14	\$ 2,000.00	\$28,000
614-025A CURB RAMP	SY	120	\$ 150.00	\$18,000
615-256A CURB TY 1	FT	2,790	\$ 22.00	\$61,380
615-492A CURB & GUTTER TY 2	FT	3,320	\$ 27.00	\$89,640
616-010A SIGNS TY B	SF	180	\$ 25.00	\$4,500
616-050A BRKAWY STL SIGN POST TY E	LB	800	\$ 5.00	\$4,000
616-070A BRKAWY STL SIGN POST INST TY E	EACH	20	\$ 340.00	\$6,800
626-100A MISC TEMPORARY TRAFFIC CONTROL ITEMS	LS	1	\$ 20,000.00	\$20,000
630-020B PAVEMENT MARKINGS-PREFORMED THERMO	SF	1,120	\$ 10.00	\$11,200
630-025A LONGITUDINAL PAV MKG-WATERBORNE	FT	12,500	\$ 0.50	\$6,250
675-005A SURVEY	LS	1	\$ 10,000.00	\$10,000
675-010A DIRECTED SURVEYING OFFICE COMPUTATIONS	CA	2,000	\$ 1.00	\$2,000
Modify Railroad Grade Crossing (by Boise Valley Railroad)	LS	1	\$ 40,000.00	\$40,000
Contingency for Unknowns	%	20	\$ 216,866.00	\$217,000
Inflation to 2023	% per year	3	\$ 81,687.00	\$82,000
SUBTOTAL (Rounded up to the nearest \$1,000)				\$1,425,000
Mobilization	%	10%	\$ 142,500	\$143,000
Contingency	%	7%	\$ 109,760	\$110,000
Construction Engineering & Inspection	%	15%	\$ 235,200	\$235,000
LHTAC Administration	%	4%	\$ 62,720	\$63,000
ITD Administration	%	1%	\$ 15,680	\$15,000
CONSTRUCTION SUBTOTAL (Rounded to the nearest \$1,000)				\$1,991,000
Consultant Design	%	15%	\$ 235,200	\$236,000
LHTAC Design	LS	1	\$ 20,000	\$20,000
Right-of-Way	LS	1	\$ 50,000	\$50,000
TOTAL (Rounded up to the nearest \$1,000)				\$2,297,000

Friends Road Improvements
COMPASS FY2021 Project Development Program

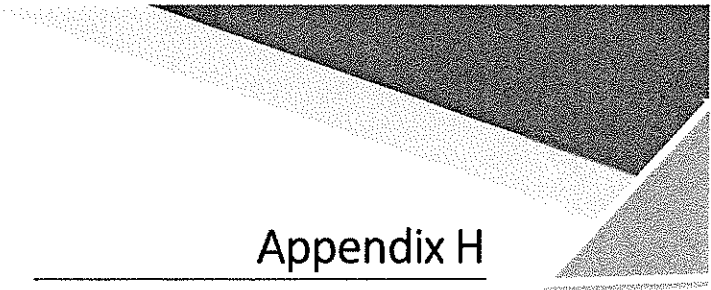
May 7, 2021

PRE-DESIGN

OPTIONAL ADD-ON: Pedestrian/Street Lighting (30' street light poles; 500' spacings each side of Friends Road, staggered)

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Pedestrian/Street Lighting	LS	1	\$ 280,000.00	\$280,000
Inflation to 2023	% per year	3	\$ 17,052.00	\$18,000
<i>SUBTOTAL (Rounded up to the nearest \$1,000)</i>				\$298,000
Mobilization	%	10%	\$ 29,800	\$30,000
Contingency	%	7%	\$ 22,960	\$23,000
Construction Engineering & Inspection	%	15%	\$ 49,200	\$49,000
LHTAC Administration	%	4%	\$ 13,120	\$13,000
ITD Administration	%	1%	\$ 3,280	\$3,000
<i>CONSTRUCTION SUBTOTAL (Rounded to the nearest \$1,000)</i>				\$416,000
Consultant Design	%	15%	\$ 49,200	\$50,000
LHTAC Design	LS	1	\$ -	\$0
Right-of-Way	LS	1	\$ -	\$0
<i>TOTAL (Rounded up to the nearest \$1,000)</i>				\$466,000



Appendix H

Local Federal Aid Project Request (ITD 2435 Form)

Local Federal-Aid Project Request

**Instructions**

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

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

Sponsor (City, County, Highway District, State/Federal Agency) City of Greenleaf			Date 5/6/2021			
Project Title (Name of Street or Road) Friends Road		F.A. Route Number STC-3717	Project Length 0.5 miles	Bridge Length n/a		
Project Limits (Local Landmarks at Each End of the Project) SH-19 to Peckham Road						
Character of Proposed Work (Mark Appropriate Items)						
<input checked="" type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk			
<input checked="" type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat			
<input checked="" type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> Multi-Use Path			
<input checked="" type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting				
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)						
Preliminary Engineering (ITD 1150, Line 1)		\$ 246,000				
Right-of-Way (ITD 1150, Line 2)		\$ 50,000				
Construction (ITD 1150, Line 18)		\$ 1,991,000				
Preliminary Engineering By: <input type="checkbox"/> Sponsor Forces <input checked="" type="checkbox"/> Consultant						
Checklist (Provide Names, Locations, and Type of Facilities)						
Railroad Crossing		Boise Valley Railroad - grade crossing 100 feet south of Peckham Road				
Within 2 miles of an Airport		n/a				
Parks (City, County, State or Federal)		n/a				
Environmentally Sensitive Areas		n/a				
Federal Lands (Indian, BLM, etc.)		n/a				
Historical Sites		n/a				
Schools		Greenleaf Friends Academy - athletic fields				
Other		n/a				
Additional Right-of-Way Required: <input type="checkbox"/> None <input checked="" type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)						
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly						
Standards		Existing	Proposed	Standards	Existing	Proposed
Number of Lanes		2	2	Roadway Width (Shoulder to Shoulder)	20 ft	28 ft
Pavement Type		asphalt	asphalt	Right-of-Way Width	50 ft	50 ft
Sponsor's Signature				Title		

Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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