



NAMPA HIGHWAY DISTRICT NO. 1

Long Range Transportation Plan

June 2019



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Canyon County, Idaho

RESOLUTION NO. 2019-04

RESOLUTION TO ADOPT A LONG RANGE TRANSPORTATION PLAN

WHEREAS, Idaho Code §49-1310(1) vests the Commissioners with "...exclusive general supervision and jurisdiction over all highways and public rights-of-way within their highway system..."; and,

WHEREAS, Nampa Highway District No. 1 desires to plan for maintenance and improvements to the highway system beyond the Five Year Work Plan; and,

WHEREAS, the "Transportation Planning Study" adopted by Resolution No. 2013-06 in November 2013 is now over five and a half years old, and is in need of updating and replacement; then,

THEREFORE BE IT RESOLVED, that the "Long Range Transportation Plan" dated June 2019 is hereby adopted, and supersedes and replaces the plan previously adopted by Resolution No. 2013-06 in November 2013.

Approved and adopted this 11th day of June, 2019.

BOARD OF COMMISSIONERS OF NAMPA HIGHWAY DISTRICT NO. 1

Dick Smith, Chairman

Randy Noble, Vice-Chairman

Bryce D. Millar, Secretary/Treasurer

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Section I – Introduction

1. **Purpose.** The purpose of this Long Range Transportation Plan is to describe the plans, processes and procedures which will be followed to manage, maintain and expand the road network and assets of the Nampa Highway District No. 1 (NHD), in Canyon County, Idaho.
2. **The District.** NHD is a special use district, which was created May 20, 1911, and operates under the authority of Idaho Code Title 40, Chapter 13. It has jurisdiction over 368 centerline miles of roads, including associated bridges, culverts and signs. Its roads, rights-of-way, and geographic boundaries are shown on the Official District Map (**Exhibit “A”**). It is governed by a Board of Commissioners, who are elected at large, but each of whom live in one of three sub-districts. These sub-districts are shown on the **Exhibit “A”** map.
3. **City Streets.** The NHD Board of Commissioners does not have jurisdiction over city streets. These fall under the jurisdiction of the Cities of Nampa, Caldwell or Melba, which function as separate divisions within the District [*Idaho Code §40-1323*].
4. **Boundary Roads.** Roads on the boundary between adjacent highway districts are administered per an Exchange Maintenance Agreement dated December 29, 2005 between NHD, Ada County Highway District and Canyon Highway District No. 1. NHD also has a Memorandum of Understanding (MOU) dated November 29, 2016 with the City of Nampa, for the purpose of annexing boundary roads into the City in a logical order.
5. **Tax, Revenue & Budget.** NHD receives revenue from a variety of sources, but the majority comes from General and Special property tax levies [*Idaho Code §40-801*], and fuel tax proceeds via the Highway Distribution Account [*Idaho Code §40-709*]. A portion of the General levy property tax is allocated to cities, per Idaho Code. The Fiscal Year 2019 Budget shows a projected net revenue (less allocations to cities and prior year carry-over) of approximately \$10 million. The sources of this revenue are shown in **Figure 1**.

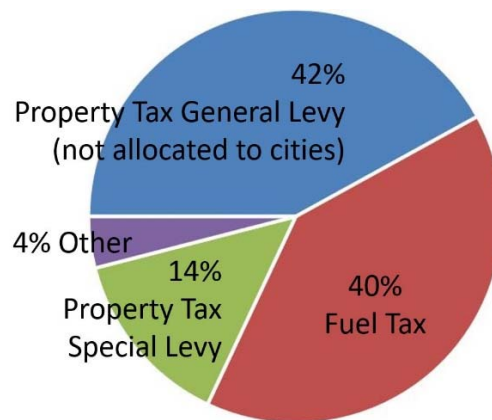


Figure 1
Sources of Projected FY 2019 Net Revenue

Section II – Asset Management

1. **Tools & Standards.** NHD uses a variety of tools and standards to manage its assets within the public right-of-way.
 - a. ArcMap/ArcReader – This is mapping software which contains right-of-way lines, property lines, parcel data, aerial photographs, and bridge, culvert and sign locations. The property and parcel data, and aerial photographs are shared with the NHD by Canyon County. All roads are divided into segments and assigned a unique segment number. Segments are typically in one mile lengths, corresponding to the section grid system. Subdivisions are likewise assigned a unique subdivision number, and each road within the subdivision is assigned a specific segment code which corresponds to the subdivision number. Each bridge or culvert is also assigned a unique structure number.
 - b. iWorq – This is a web based subscription database service, which the NHD uses as a repository for various data. iWorq contains modules specifically for pavements, bridge and culverts, signs and permits. The roads, culverts and bridges are identified in iWorq by road segment and structure number.
 - c. Official District Map – This is a map published by NHD per Idaho Code §40-202. It shows a variety of information, including NHD boundaries, jurisdictional roads, and jurisdictional public rights-of-way (both maintained and not maintained). Idaho Code requires it to be updated at least every five years, but the NHD typically updates it annually. It is generated from the ArcMap/ArcReader software. The official hard copy is posted in the NHD Board Room, and an electronic copy is posted on the NHD web site. The current Official District Map is shown in **Exhibit “A”**.
 - d. ACCHD Manual – Idaho Code §40-1310(8) gives highway district commissioners the “...power to establish design standards, establish use standards...and control access...” There are four highway districts in Canyon County, which together form the Association of Canyon County Highway Districts (ACCHD). These four highway districts share the same basic standards, which are published in the *Highway Standards & Development Procedures for the Association of Canyon County Highway Districts* (known as the ACCHD Manual). The ACCHD Manual contains standards and regulations which cover property development, access control, design, construction, and quality assurance, as well as basic policies and procedures. It also invokes several other state and national standards, such as:
 - The *Idaho Standards for Public Works Construction* (known as the ISPWC Manual)
 - The *American Association of State Highway Transportation Officials Policy on Geometric Design of Highways and Streets* (known as the AASHTO Green Book)
 - The *Manual on Uniform Traffic Control Devices* (known as the MUTCD Manual)

The ACCHD Manual is periodically updated, with the current version having been adopted in January 2017. NHD also has Supplemental Specifications which modify the ACCHD Manual.

- e. Engineering Policies – The Board has formally adopted several engineering policies, which deal with signage, and traffic control markers. These policies provide more precise direction to NHD staff than provided in the MUTCD Manual and AASHTO Green Book.

2. Pavement Management. NHD maintains approximately 368 centerline miles of roads, with a variety of surfaces as shown in **Table 1**. All but approximately 2,000 feet of these roads are two lanes wide. The surfaces are managed through a cycle of inspection, rating, and then selection for maintenance or rehabilitation, as further discussed below.

Table 1 Road Surfaces	
Surface Type	Length in Miles
Cold Mix Asphalt	189.57
Hot Mix Asphalt	174.62
Gravel	3.65
All Surfaces	367.84

- a. Inspection Cycle – NHD is divided into three sub-districts, as shown on the Official District Map (**Exhibit “A”**). All paved roads in one complete sub-district are inspected each year on a rotating cycle, so that the entire district is inspected every three years. The few gravel roads are informally inspected and regraded as necessary, typically two or three times per year.
- b. Inspection & Rating Process – The pavements of each road segment are inspected for the five following factors:
 - Fatigue Cracking
 - Longitudinal Cracking
 - Transverse Cracking
 - Edge Cracking
 - Patching

Each factor is rated for severity and extent, with each rating assessed as “none”, “low”, “medium” or “high”. The criteria for these rating is illustrated in the Pavement Rating Guide (**Exhibit “B”**). The pavement ratings for each road segment are entered into the iWorq database, which generates an estimated “Remaining Surface Life” (RSL) of 0 to 20 years.

- c. Programming Seal Coats – Pavements with an RSL of eight (8) years or more are programmed for periodic Seal Coating. Mainline (non-subdivision) roads are typically seal coated on a seven (7) year cycle. Subdivision roads are typically seal coated on a 10 year cycle. New pavements are typically seal coated one (1) year after being paved. The

actual seal coat dates of specific road segments may be adjusted one or two years either way to group the work into similar geographic locations for the sake of efficiency.

With this convention, NHD seal coats an average 45 miles of roads per year.

- d. Seal Coat Process – The seal coat process consists of spraying a film of oil on the road surface, followed by spreading a layer of crushed gravel on the oil, and then (typically a week later) spraying a thin “fog coat” layer of oil over the gravel. Seal coating significantly extends pavement life at relatively low cost by sealing out moisture and the sun’s ultraviolet rays. It also protects pavement from wear, and provide traction for vehicle handling. Seal coating is done during hot weather (typically July). It is preceded by crack sealing during cold weather (typically the winter before).

The current cost of seal coating is approximately \$35,000 per mile.

- e. Programming Full Depth Rehabilitation – Pavements with a RSL less than eight (8) years are considered too deficient to benefit from seal coating, so are considered for full depth rehabilitation. The mileage of roads that can be rehabilitated each year is limited by budget and production capacity. NHD rehabilitates an average of seven (7) miles of road per year.





The roads to be rehabilitated each year are selected based on pavement condition, functional classification, traffic volume and available funding. NHD currently only rehabilitates mainline (non-subdivision) roads. At the current rate, the backlog of deficient mainline roads should be eliminated in 10 to 15 years. NHD can then begin rehabilitating subdivision roads.

- f. Full Depth Rehabilitation Process – The full depth rehabilitation process consists of pulverizing the existing asphalt pavement, mixing it with the underlying gravel base, grading and compacting it, and then paving with new hot mix asphalt. The process also includes making grade adjustments to improve sight distance, ride and drainage, and also building up shoulders to improve safety and drainage. The process is systematically replacing inferior cold mix pavements with new, more durable hot mix. Roads rehabilitated in this manner, when properly maintained, should yield a future service life well beyond 30 years.

The current cost of full depth rehabilitation is approximately \$200,000 per mile, which consists of \$35,000 per mile for pulverizing, grading and compacting, and \$165,000 per mile for hot mix paving.

- g. Other Processes – Other pavement management processes to be considered include plant mix overlay and scrub seals. So far, however, NHD has not found situations where these would be the best solution.

3. **Bridges & Culverts.** NHD maintains nearly 2000 bridges and culverts of various materials, shapes and sizes, as shown in **Table 2**. Each is assigned a unique structure number, and its data is logged in the iWorq database, and its GPS location is shown graphically in ArcMap/ArcReader.

Table 2 Quantities & Types of Structures					
Types	Materials	Culverts		Bridges	Total Quantities
		< 4'	4' to 20'	> 20'	
Round Pipe 	Metal, Plastic or Concrete	1655	25	None	1680
Arch Pipe 	Metal or Concrete	29	54	None	83
Box Culvert 	Concrete & Rebar	41	51	None	92
Three-Sided Structure 	Concrete & Rebar	None	48	40	88
Total Quantities		1725	178	40	1943

The terms “culvert” and “bridge” are frequently used interchangeably, but by definition, a “culvert” has a span of 20 feet or less, and a “bridge” has a span greater than 20 feet. The span is as measured along the centerline of the road, rather than the width of the cross-sectional aperture.

- a. Bridge Inspections – The Idaho Transportation Department (ITD) inspects all bridges, and provides NHD with a comprehensive inspection report, which includes an overall Sufficiency Rating, a time duration until the next required inspection, and any recommended action. The inspection frequency is typically 24 months, but it can vary based on the condition of the bridge. Copies of these Inspection Report are uploaded into the iWorq database.
- b. Large Culvert Inspections – NHD contracts with a Bridge Inspection Engineering firm to inspect its large culverts (spans of 4 to 20 feet). As with ITD bridge inspection, the firm provides NHD with inspection reports, which includes Sufficiency Rating, next required inspection, and any recommended action. Copies are uploaded into the iWorq database.
- c. Small Culvert Inspections – NHD staff informally inspects small culverts (spans less than 4 feet) on an as-needed basis. The inspection date, observations, and any required actions are logged into the iWorq database. The vast majority of these culverts are 12” or 18” diameter, and do not require proactive inspection.
- d. Maintenance – General maintenance typically consists of such work as cleaning, flushing, and adding rip-rap protection to inlets or outlets. More intensive maintenance can include concrete spall repair, and addition of concrete flooring or armoring to prevent or mitigate scour.
- e. Replacements & Upgrades – Replacements and upgrades are programmed based on inspections. Upgrades can include such things as sleeving and adding headwalls and wingwalls.

Whenever a road segment is programmed for rehabilitation, the water crossings in that segment are also evaluated for replacement. If the projected service life of the crossing is less than that of the new pavement, then the crossing is also programmed for replacement. When so programmed, the replacement work is typically done in winter, during irrigation system shutdown, one or two seasons before the pavement rehabilitation work.

- f. Irrigation Jurisdictions – Most irrigation and drainage facilities are under the jurisdiction of irrigation districts, which require the highway districts to obtain a permit to upgrade or replace crossings [*Idaho Code §42-1102*].
 - **Pioneer Irrigation District** – NHD has a master agreement with Pioneer Irrigation District dated June 8, 2009, whereby it submits plans to the Irrigation District for review and approval. Once approval is obtained, no further permitting is required.

- **Nampa & Meridian Irrigation District** – The Nampa & Meridian Irrigation District requires engineering plans and a stand-alone agreement for any replacements or upgrades to crossings on their facilities.
 - **U.S. Bureau of Reclamation** – The Bureau of Reclamation owns many facilities, which are in turn operated by either the Boise Project Board of Control or Pioneer Irrigation District. NHD has a master agreement with the Bureau dated March 13, 2013. For each replacement or upgrade on its system, however, the Bureau also requires reengineering plans, approved by their operator, and a stand-alone agreement.
- g. **Other Waterways** – Work below the normal high water mark on non-irrigation waterways (such as Indian Creek) typically require permits from the U.S. Army Corps of Engineers (Nationwide Permit), the Idaho Department of Water Resources (Stream Channel Alteration Permit), and Canyon County (Floodplain Development Permit), as well as notification and approval from the Idaho Department of Lands.
- 4. Drainage.** The ACCHD Manual contains the minimum requirements for drainage facilities. Generally speaking, stormwater drainage must discharge to either historic courses or to specifically designed facilities.
- a. **MS4** - Any stormwater point discharge to Waters of the U.S. inside the Nampa Urbanized Area, must be permitted by the U.S. Environmental Protection Agency (EPA), via a Municipal Separate Storm Sewer System (MS4) permit. NHD only has one (1) point discharge inside the Urbanized Area, which it plans to eliminate, and then close out its MS4 permit. While the MS4 permit is still in force, however, NHD maintains an MS4 database, and publishes a yearly MS4 Report to the EPA and Idaho Department of Environmental Quality.
- b. **New Development** – Drainage from new developments on private property may not discharge onto the public right-of-way. Drainage from new development on the public right-of-way must discharge to specifically designed drainage facilities, to be maintained by a subdivision homeowners’ association. Responsibility and operation of such facilities are codified on the subdivision plat, by development agreement, or by license agreement.
- 5. Traffic Management.** Traffic is managed by a variety of tools, including signs, object markers, pavement markings/stripping, delineators, traffic signals, and roundabouts. Use of these tools is largely governed by the MUTCD, NHD Engineering Policies, and the AASHTO Green Book.
- a. **Signs** – NHD maintains an inventory of 5,471 signs, which are classified as Regulatory, Warning, Guide, Object Marker, School, and Miscellaneous. The signs are periodically

inspected for retroreflectivity and functionality in accordance with federal requirements. The size, type, classification, location, and inspection status of each sign is recorded in the iWorq and ArcMap/ArcReader databases.

- b. Intersection Configurations – NHD uses four (4) classes of intersection configuration (**Exhibit “C”**). Each prescribes the combination of signs, pavement markings and delineators to be used for various intersections, based on road function, traffic volume, and speed limit. Additional enhancements are made on a case by case basis.
 - c. Speed Limits – Speed limits are set by the NHD Board [*Idaho Code §49-207(3)*], using the methodology prescribed by the Manual for Establishing Speed Limits & Speed Zones in Idaho (published by the Local Highway Technical Assistance Council). It includes analysis of the 85th Percentile and Pace Speeds, crash history, and consideration of roadway characteristics, purpose, and usage. In residential subdivisions, where the road function is residential access rather than mobility, the analysis considers road design speed rather than 85th Percentile and Pace Speeds.
 - d. High Crash Locations – The District is reviewed on an annual basis for high crash locations. Each such location is reviewed for possible systemic causes, given a warrant analysis if necessary, and recommended for one or more treatments. Large scale treatments, such as reconfiguration into roundabouts or traffic signals, are programmed into the Five Year Work Plan.
 - e. Experimental Applications – Experimental applications, such as special pavement markings or special flashing signs are also sometimes tried, and then evaluated to determine whether they make any statistically significant improvement. Those which are unsuccessful are discarded, while those that are successful are considered for large scale adoption.
- 6. Permitting.** Highway district commissioners have the “...power to establish design standards, establish use standards...and control access...” [*Idaho Code §40-1310(8)*]. The NHD exercises this power by use of the types of permits discussed below. These permits are logged in the iWorq database. Copies of the permit forms are available to the public via the NHD web site.
- a. Utility Permit – Required for general utilities, and any work on the public right-of-way not already covered by another type of permit.
 - b. Approach Permit – Required to add or modify an approach to the public right-of-way.
 - c. Land Split Application – Application for NHD to recommend approval or denial to Canyon County Planning & Zoning regarding a potential land split. The main purpose of

this tool is to determine and concur in the type of access(es) to the public right-of-way which will result from the land split.

- d. Application to Vary Setbacks – Application for NHD to recommend approval or denial to Canyon County Planning & Zoning regarding waiver of building setbacks.
- e. Event Permit – Permit to hold a limited or one-time event which has unique impacts to the public right-of-way. These events typically consist of an organized bicycle race, or a party generating an abnormally large volume of traffic. This permit focuses on any need for enhanced temporary traffic control.
- f. Road Cut Permit – Required for work requiring the cutting of pavement inside the travel lane.
- g. Application to Vacate Right-of-Way – Required to petition for the vacation or abandonment of public right-of-way.
- h. Application to Accept Road into Highway System – This is generally used to petition to bring an **existing** road into highway system in the form of public right-of-way, accepted for maintenance. In contrast, when someone petitions to accept a **new** road into the system, it is typically done by the platting process.
- i. Overlegal Permit – Required for over size or over weight loads. These will consist of either a “One Trip” or “Annual” permit.

7. Personnel, Equipment & Facilities. NHD utilizes a broad range of personnel, equipment and facilities to manage its assets.

- a. Personnel – NHD has 34 full time employees in addition to its elected Board of Commissioners. They work under the Director, and are organized into a Road Crew, Bridge Crew, Crusher Crew, Shop, Administration Staff, and Engineering Section (see the **Exhibit “D”** organization chart). The crusher does not typically operate year around; when not operating, the Crusher Crew will augment the Road Crew. During the summer months, the Bridge Crew will run the striping truck. In addition to sign work, the two Sign Technicians also perform flagging, survey work, traffic counting work, and function as safety and training coordinators for the District.
- b. Equipment – NHD maintains a general inventory of equipment as shown in **Table 3**, in addition to a broad assortment of small service trucks, pick-up trucks and hand-held tools.

The fleet of 10 wheel dump trucks serve a variety of purposes. During winter they are rigged with snow plows and sanders for road maintenance. For general construction,

they can be combined with pup trailers for large capacity hauling of earth, aggregate, spoils, etc. During seal chip operations, they allow a steady supply of crushed gravel to the chip spreader. The utilization of other equipment is discussed further below in Part 9, “General Capabilities” of this Section.

Table 3 General Equipment List			
Description	Quantity	Description	Quantity
10 Wheel Dump Truck	9	Motor Grader	2
Pup Trailer (for Dump Truck)	9	Bull Dozer	1
Snow Plow (for Dump Truck)	8	Tracked Excavator	2
Sander (for Dump Truck)	8	Tractor/Back-hoe	1
Snow Plow (for Pick-up Truck)	4	Wheeled Loader	3
Sander (for Pick-up Truck)	4	Roller/Compactor	5
Paint/Striping Truck	1	Tractor/Mower	1
10 Wheel Water Truck	3	Chipper/Spreader	1
High Lift Bucket Truck	1	Cone Rock Crusher Plant	1
6 Wheel Asphalt Patch Truck	1	Asphalt Paving Machine	1
Transport Truck Tractor Unit	1	Cold Mix Asphalt Pug Mill	1
Lowboy Transport Trailer Unit	1	Street Sweepers	5
Tank Transport Trailer Unit	1	Conveyor Belt Stacker	2
6 Wheel Flatbed Truck	3	Asphalt Pulverizer/Reclaimer	1

- c. **Facilities** – The NHD facilities are located at 4507 12th Avenue Road, Nampa, adjacent to the intersection of Idaho Highway 45 (aka 12th Avenue) and Fay Ln. See the **Exhibit “E”** aerial photograph. The site consists of 16.4 acres of land, an office complex, shop, fully or partially enclosed equipment storage buildings, sand shed, indoor and outdoor wash bays, and numerous small storage buildings. The facilities are extensive enough to house all equipment out of the weather.

8. Material Sources. NHD currently either owns or has mining rights to seven material sites located throughout the District. See **Exhibit “F”** for a list and location map. All of these are “dry” pits, meaning they are not naturally flooded, so do not require pumping in order to work them. They provide a variety of products, such as (1) volcanic cinders, which make excellent fill or sub-base material, (2) blue sand, which makes excellent anti-skid material, and (3) pit run, which makes excellent fill material, and provides large cobbles which can be crushed into base or chip seal material.

These sources have reserve quantities which are projected to meet NHD needs through 2040. These reserves give NHD the option to purchase commercially available aggregates, or produce the products itself, whichever is most cost effective for the public.

Some of the depleted or partially depleted pits are also used for organic landfill (dirt, rock, trimmings), laydown areas, and equipment training for personnel.

9. General Capabilities. NHD is capable of performing (and routinely does perform) several maintenance and improvement activities “in house” using its own equipment and personnel, as discussed below.

- a. Winter Maintenance – Winter maintenance activities generally consist of applying anti-skid material and snow removal. For anti-skid material, NHD uses “blue sand” from its Material Source No. 7 (Blue Sand Pit). This is a dark volcanic sand, having color and chemistry which give it natural de-icing, as well as anti-skid properties. NHD does not use magnesium chloride, salt or other type of de-icing material.

Sanding and plowing are done with NHD’s fleet of eight large dump trucks, which can be rigged with plows and sanders. When necessary, these can be augmented by four pick-up trucks, which are rigged with smaller plows and sanders. NHD’s two motor graders can also be used for plowing.

When storm events occur, first priority for maintenance is given to the higher volume mainline roads. Residential subdivisions are not typically plowed, except for extreme snow accumulations, after higher priority roads have been taken care of. When plowing residential subdivisions, NHD crews will typically coordinate with homeowners’ associations to have neighborhood forces come behind the NHD plows and remove the windrows from the numerous driveway entrances.

Anti-skid material is swept as soon as feasible after a storm event. On “rural” road sections (i.e., no curb & gutter), the sand is swept off to the shoulder of the road. On “urban” road sections (i.e., having curb & gutter), the sand is swept with a pick-up broom, and disposed of off-site.

- b. Seal Coating – The seal coat process is discussed in Section II, Part 2.d. NHD contracts out the purchase, delivery and distribution of the seal oil and fog oil. NHD will also occasionally purchase cover coat chips from a commercial source, if less expensive than making it “in house”. NHD performs all other parts of the process “in house” using its chip spreader and fleet of dump trucks. NHD will also use its own tanker transport to augment the contractor’s hauling of oil. This is to ensure an uninterrupted oil supply, and avoid work stoppage for the large number of personnel and equipment committed to the process.

NHD typically uses a 3/8” nominal size chip for mainline roads (ISPWC Classes 1 or 2), and 1/4” nominal size for residential subdivision roads (ISPWC Classes 3 or 4). It used to use a larger size (1/2” or even 5/8” nominal) for mainline roads. The District still has

some of these larger sizes in stockpile, and may use them in rural areas until the stockpiles are depleted.

- c. Full Depth Rehabilitation – The full depth rehabilitation process is discussed in Section II, Part 2.f. NHD contracts out the hot mix asphalt paving, but performs everything else “in house”. In doing so, it utilizes its GPS surveying and staff engineering capabilities to develop a design, and performs the work with its asphalt pulverizer/reclaimer, GPS controlled motor graders, water trucks and roller/compactors. Back-hoes and/or track excavators are also used when necessary. Dump trucks with pup trailers, and loaders are also use, when necessary, for importing material or exporting waste.
- d. Roundabout Construction – NHD contracts out the design of roundabout projects to engineering consultants, but typically builds them with its own forces. NHD advertised its first roundabout for construction contract, but received no bids. It then built it “in house”. As of this writing, it has also completed a second roundabout “in house”. There are several more roundabouts in the Five Year Work Plan, and NHD intends to build most of those “in house”, as work load permits. One advantage to “in house” construction is much greater control over construction schedule, and minimizing the time the road is closed to the public. The most recent project was completed in under three months.

When building “in house”, NHD must still contract out the (1) electrical work, (2) curb, gutter and concrete flat work, (3) asphalt paving, and (4) specialty items related to center island landscaping. NHD uses its Bridge Crew with back-hoe and excavator to perform the drainage, pipe and irrigation work. The Road Crew performs the remainder of work using GPS controlled motor graders, dump trucks with pup trailers, water trucks, and roller/compactors.

- e. Bridge/Culvert Replacement – NHD inspects, maintains, and replaces its bridges and culverts as discussed in Section II, Part 3. When doing a replacement, NHD purchases stock pipe components from commercial vendors, and performs the work with its own forces. For larger specialty pieces, NHD contracts with a commercial fabricator to make pre-cast components and deliver them to the job site. NHD forces do the rest of the work, including removing the existing structures, preparing the site to receive the new components, assembling the new components in place, sealing the joints, and backfilling. In doing this, they typically use the tracked excavators, back hoes, and dump trucks with pups. Bridge and culvert replacement season typically lasts from October through April, when irrigation water is turned off, and flows of natural waterways are at their lowest.
- f. Pavement Striping – NHD stripes its roads with its own two-color striping truck, operated by personnel from its Bridge Crew during off season. The crew also tabs the roads ahead of time, marking the start/end points of skip lines, solid lines, etc. The

paint and beads are purchased by contract and delivered to the NHD yard. The crew also places non-paint pavement markings, such as stop bars, “Stop Ahead” lettering, etc.

- g. Tree/Brush Trimming – The Road Crew will perform tree and brush trimming using NHD’s bucket truck, chain saws, and chipper/mulcher trailer. This is typically done to remove sight obstructions, or for clearing and grubbing for a construction project. An outside contractor is also used when more cost effective, or for particularly difficult jobs.
- h. Aggregate Production – The Crusher Crew can mine, crush and stockpile aggregates using NHD’s crusher, bull dozer, loaders, stackers, and miscellaneous support equipment. They typically produce cover coat and ¾” base materials. The reject sand from this process is also used for shouldering, and various types of compacted fill. The crusher plant is also used to screen blue sand for anti-skid material, and volcanic cinders for compacted fill material.
- i. Paving – NHD typically contracts out its asphalt paving work. It has the capacity to produce cold mix asphalt with its pug mill, and also to pave (using either its own produced mix, or commercially purchased mix) with its paving machine. This keeps open its option of self-performing if contracting alternatives are unavailable or cost prohibitive.
- j. Engineering Design – NHD employs two professional engineers, and has AutoCad Civil 3D design software, Trimble Base Station & Rover GPS survey equipment, and several traffic counters. This enables the District to perform various types of engineering design work “in house”, including designs and plans for full depth rehabilitations, bridge and culvert replacements, drainage, retaining walls, and minor intersection reconfigurations. More complex designs, such as roundabouts and traffic signals, are consulted out. NHD staff also performs its own traffic studies and warrant analysis.
- k. Surveying – As mentioned above, NHD has Trimble Base Station & Rover GPS survey equipment, as well as GPS grade control on its motor graders. Under the supervision of the engineers, staff has been trained in, and performs, topographic and construction surveying. Any Professional Land Surveyor work, such as setting or perpetuating property monuments or pins, or filing Records of Survey, is consulted out.
- l. Project Management – NHD’s engineers also manage the development of projects, including selection of consultants, managing budgets, authorizing payments, managing public involvement, administering right-of-way acquisitions, preparing bid documents, and awarding contracts.

Section III – Transportation Planning

1. **Corridor Planning.** Transportation planning starts at the corridor level, and in most cases requires close coordination with other adjacent road jurisdictions and planning organizations.

a. Functional Classification – All roads in the District are assigned one of the following classifications according to their function:

- Expressway
- Major Collector
- Local Road
- Principal Arterial
- Minor Collector
- Low Volume Local Road (includes subdivisions)
- Minor Arterial

Expressways and Arterials have (or are projected to have) the primary function of mobility, and are generally characterized as high speed, high volume, and limited access. Local and Low Volume Local roads, on the other hand, have the primary function of accessing properties, and are generally characterized as low speed, low volume, and minimal restrictions on access. Collector roads are in the middle of the spectrum.

The Community Planning Association of Southwest Idaho (COMPASS) has functionally classified all roads in the Treasure Valley which are Arterial level and higher. **Exhibit “G”** contains further discussion on the subject, and a copy of a Valley Wide Functional Classification map.

b. City Impact Area & Master Plan – Cities typically have an impact area beyond their current limits [*Idaho Code §67-6526*], and these impact areas contain the majority of the population, traffic, development, congestion and high crash locations in the District. As such, the District cooperates closely with cities concerning the operation and improvement of highways in the impact areas. In many cases, the District will defer to city standards, and where possible will follow the City Master Plan regarding intersection and corridor improvements, lane configurations and right-of-way widths.

c. Signals & Roundabouts – The decision to upgrade an intersection is typically driven by traffic volumes and crash rates. See **Exhibit “H”** for an example of a corridor evaluation map. Changing an intersection from two-way to all-way stop will usually reduce the crash rate, but at the same time will significantly increase congestion. Upgrading to a signal or roundabout will typically reduce crashes while preserving mobility.

Roundabouts are generally preferred over signals, as they tend to have lower crash rates and lower maintenance and operating costs. Both types typically have the same initial construction costs. Corridors do not tend to function well where roundabouts and signals are intermixed. The preference is to develop a corridor with just one type or the other, or where there is a clear transition point from one to another.

NHD does not have resources for operating and maintain traffic signals or street lights, so has and will continue to turn this responsibility over to the City of Nampa by agreement on a project by project basis. NHD will also defer to City of Nampa specifications and expertise in the design and construction of traffic signals and street lights.

- d. Widening – NHD does not plan to widen any corridors to multi-lane. Road widening will typically be done by private development, or by city sponsored projects once the area is annexed. Where possible, however, the District will include the City Master Plan specified right-of-way widths and lane configurations in the design of its intersection improvement projects.

- e. Ustick Rd. Corridor – Ustick Rd. runs 35 miles from the Snake River, north of the City of Marsing, to the Boise bench. The portion which runs along NHD’s north boundary is functionally classified as a Principal Arterial, and is a high mobility corridor that needs systematic intersection improvements.
 - **Jurisdictions** – This corridor crosses or straddles the jurisdictions of City of Caldwell, City of Nampa (Impact Area), Canyon Highway District No. 4 (CHD), NHD, and Ada County Highway District (ACHD). The general consensus of the jurisdictions in Canyon County is that Ustick Rd. should be developed as a roundabout corridor. ACHD has yet to join this consensus.

 - **Ustick & Middleton** – The City of Caldwell plans to build a roundabout at the intersection of Ustick & Middleton in 2023. They have also already built two other roundabouts on the corridor further west.

 - **Ustick & Midland** – NHD is lead agency in a joint project with the Cities of Caldwell and Nampa, and CHD to build a roundabout at Midland Blvd. The project is programed for construction in 2020.

 - **Ustick & 11th** – NHD hopes to negotiate an agreement with CHD to design and build a roundabout at 11th Ave. CHD, however, has stated that it currently does not have funds to commit toward this.

 - **Ustick & Star** – ACHD, in conjunction with Ada County Planning & Zoning, recently approved a development which will install one traffic signal at Star Rd., and a second at a new collector road ½ mile east of Star Rd. These are scheduled for construction in 2021. Unless these intersections are later reconfigured into roundabouts, Star Rd. will be a transition point on the corridor between roundabouts (to the west) and traffic signals (to the east).

- **Other Intersections** – NHD desires to eventually reconfigure the other intersections on this corridor into roundabouts. Unless or until other underlying jurisdictions can commit to sharing in the project costs, NHD will only be able to convert them to all-way-stops (as warrants are met), thus degrading the mobility of the corridor.
- f. **Robinson/Star Corridor** – This is a single corridor with two names (“Robinson” south of I-84, and “Star” north of I-84), which runs 35 miles from southern to northern Canyon County, crossing the I-84 freeway and the Boise River. The portion running through NHD jurisdiction is functionally classified as a Minor Arterial, and is a high mobility corridor that needs systematic intersection improvements, which the District intends to implement as roundabouts.
- **Star & Ustick** – As discussed as part of the Ustick Corridor above, this intersection will be configured into a traffic signal in 2021 by a developer. NHD hopes it can some day be reconfigured to a roundabout to preserve the “roundabout corridor” context of both the Robinson/Star Corridor and Ustick Corridor.
 - **Star & Cherry** – This intersection is programmed to be rebuilt as a roundabout in 2022. Construction may be advanced to a sooner date as funding and progress on right-of-way acquisition allows.
 - **Star & Franklin** – This intersection is under City of Nampa jurisdiction, and was rebuilt into a roundabout in 2011. The Traffic Impact Study (TIS) from the nearby proposed Project Bronco projected that this intersection would need to be upgraded to a 7-lane x 7-lane traffic signal. At the time of this writing, Project Bronco is on hold, so there are no proposed changes for the foreseeable future.
 - **Robinson & Airport** – The above mentioned Project Bronco TIS has identified this intersection as requiring an upgrade to a roundabout. Project Bronco tentatively proposed contributing \$850,000 toward construction of the roundabout, which would likely have covered about half the costs. Project Bronco is currently on hold, but if crash rates and volumes rise independently to the point of needing an upgrade, NHD staff will recommend that a roundabout be programmed for construction.
 - **Robinson & Victory** – This intersection was rebuilt into a roundabout in 2018.
 - **Robinson & Amity** – This intersection was rebuilt into a roundabout in 2019.

- **Robinson & Locust** – This intersection is experiencing relatively high crash rates and traffic volumes, and will likely be recommended for reconfiguration as a roundabout in the near future.
- **Other Intersections** – When the other intersections on this corridor warrant significant upgrades, NHD intends to reconfigure them into roundabouts rather than traffic signals.

2. Project Development. Project Development is an ongoing process of selection, approval, programming, planning, design and construction. The selection process for maintenance projects is discussed in Section II, Part 2.c (for Seal Coats), Part 2.e (for Full Depth Rehabilitations) and Part 3.e (for Bridges and Culverts). The selection process for capital improvement projects is discussed in Section III, Part 1.

- a. Five Year Work Plan – The NHD Board annually approves a Five Year Work Plan containing major maintenance and capital improvement projects. See **Exhibit “I”** for an example.
- b. Joint Projects – For capital improvement projects on boundary roads, the involved jurisdictions first enter a project specific Memorandum of Understanding (MOU), which defines the scope, schedule, budget, and roles of the individual entities. Maintenance projects, however, are the sole responsibility of whichever entity is assigned maintenance and administration per the Exchange Maintenance Agreement (see Section I, Part 4).
- c. Public Involvement – Various levels of effort are made to involve the public in the development and prosecution of District work.
 - **Five Year Work Plan** – Both draft and approved Five Year Work Plans are distributed to adjacent road agencies, and posted on the NHD Website.
 - **Project Concepts** – For major capital improvement projects, NHD will typically advertise and hold a public open house, where it will present one or more project concepts for public information and comment. Based on public feedback and staff recommendation, the Board will then select which concept to design and build.
 - **General Construction** – In advance of major construction, NHD will typically issue property owner notifications, a new release, and/or a letter to the editor. NHD will also sometimes hold a public open house in advance of construction of a higher profile capital improvement project. Agency notifications will also be sent

to law enforcement, emergency responders, U.S. Mail, school bus companies, and trash collection.

- d. Right-of-Way Acquisition – During project design it will be determined whether additional right-of-way is needed. The process for acquiring new right-of-way will typically consist of the following:
- **Design-Owner Meeting** – The project designer and property owner will meet to discuss the project, and determine any special preferences, alternatives or concerns, such as driveway location, disposition of improvements in the area to be acquired, construction staging, etc.
 - **Right-of-Way Staking** – Surveyors stake the existing and proposed new right-of-way lines. This allows both the property owner and an appraiser to see exactly what is to be purchased.
 - **Appraisal** – Within days of the staking, a licensed professional appraiser will meet with the property owner on site, in order to fully understand all of the factors which would contribute to the compensation amount for purchase of the new right-of-way. From this and other market research, the appraisal will issue an Appraisal and Fair Market Compensation amount.
 - **Negotiation & Purchase** – The NHD Board reviews and approves the Fair Market Compensation, and authorizes a licensed professional right-of-way negotiator to make offers and negotiate the purchase of the new right-of-way. Any negotiated settlement beyond the authorized Fair Market Compensation requires Board approval.
- e. Utility Coordination – Utilities may occupy public rights-of-way so long as they “...do not incommode the public use of the road...” [*Idaho Code §62-701, §62-705, and §62-1101*]. NHD coordinates closely with utility companies to ensure the timely relocation of any interfering utility facilities out of the way of the project.
- **UCC** – NHD participates in monthly Canyon County Utility Coordinating Council (UCC) Meetings. This is a forum for distributing NHD Five Year Work Plan and discussing the progress and schedule of any upcoming NHD projects.
 - **Project Design** – During project design, the designer will coordinate with utility companies to develop a Utility Plan, which identifies the new right-of-way,

construction limits, locations of utilities, and notes whether the utilities need to be relocated or can be retained and protected.

- **Notification Letter** – Approximately three months prior to start of construction, NHD sends a notification letter to utilities, notifying them of the project schedule, their need to schedule their relocation work, and giving them an opportunity to provide any comments or concerns.
- **Board Order** – Approximately one month prior to start of construction the NHD Board issues a Resolution (Board Order), citing its authority to regulate the right-of-way [*Idaho Code §§40-1310(1), and (8)*], and ordering utilities to relocate their facilities out of the way of the project.
- **Construction** – In scheduling construction activities, an appropriate time window is given to the utilities to do their relocations. This window typically starts after completion of clearing & grubbing, and ends before the start of any embankment or road ballast work.

3. Private Land Development. Planning & Zoning entities (city and county) coordinate with NHD to ensure that private land development does not create undue impact to the highway system.

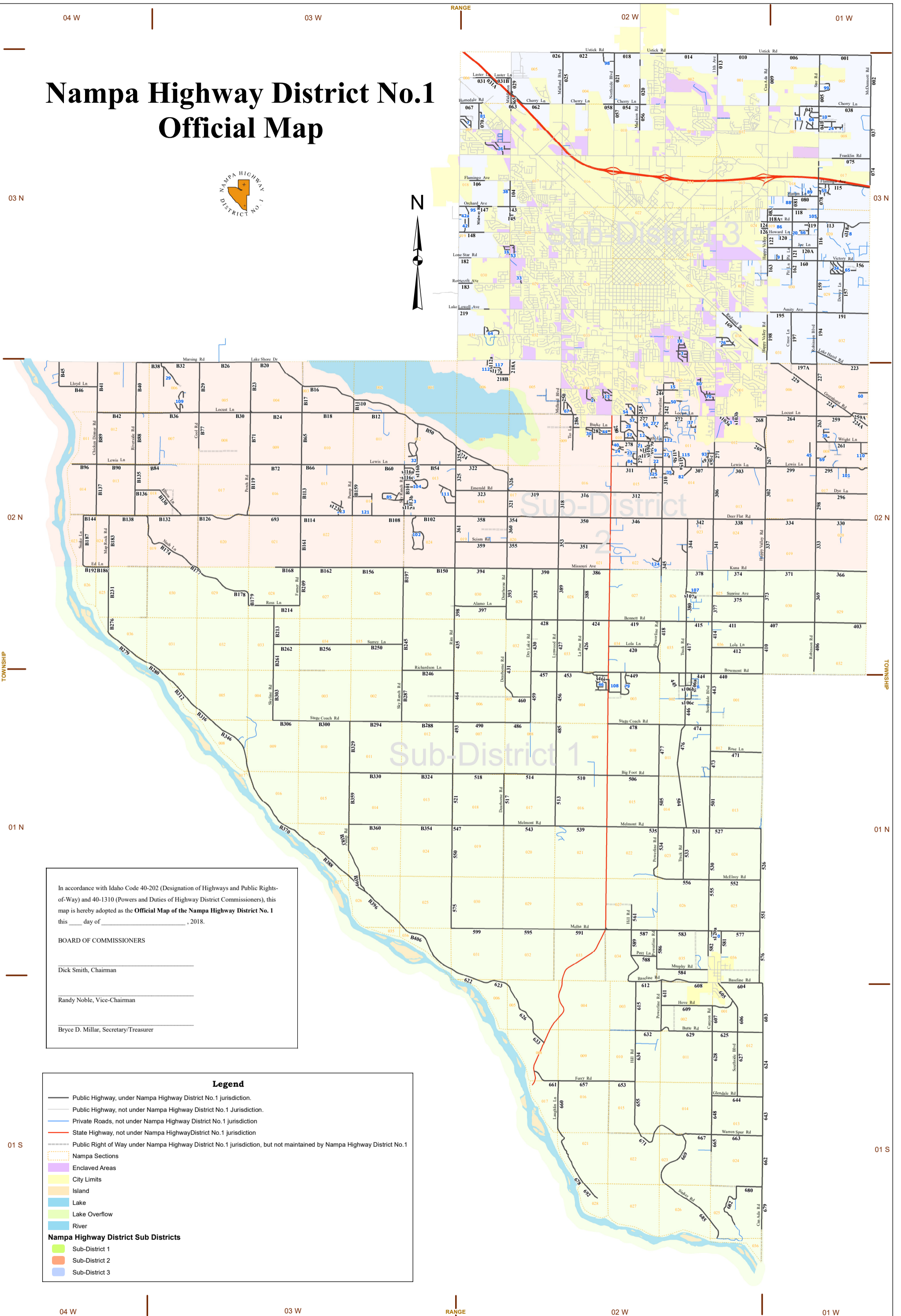
- a. Access Control – The ACCHD Manual contains the overall standards for access control (see Section II, Part 1.d), and the specific requirements are determined by the Functional Classification of the road (see Section III, Part 1.a). Any change of use of an existing approach, or addition of a new approach, must meet these requirements, and be permitted (see Section II, Part 6.b). Exceptions are allowed, but they must be approved by the NHD Board, case by case.
- b. Administrative Land Splits – Administrative Land Splits are approved by Canyon County Planning & Zoning, based in part on NHD response to a Land Split Application (see Section II, Part 6.c). NHD will typically recommend land split approval if the resulting parcels can be accessed per ACCHD Manual standards, or the NHD Board has approved an exception.
- c. Paved Approaches – An approach must be paved if it serves three or more residences. It must be paved at the time it is initially permitted, whether or not any of the residences have already been built. NHD will not recommend an Administrative Land Split which creates the need for an approach that serves, or has the potential to serve, three or more residences, until the approach has first been permitted and paved.

- d. Deed Restrictions – When a land owner obtains access by Administrative Land Split, or by NHD Board approved variance from standards, it is typically subject to a Deed Restriction. The Deed Restriction restricts all other access to the property, is recorded, and runs with the land.
- e. Plats – A Final Plat must receive NHD Board approval.
- The Plat must include a note saying that lots can only be accessed from internal subdivision streets, unless otherwise noted on the plat.
 - The Plat must dedicate right-of-way along existing public roads in the widths specified in the ACCHD Manual, or (if in city impact area) as specified in the City Master Plan.
 - Any new roads to be dedicated must meet ACCHD Manual design, drainage and construction standards.
- f. License Agreements – Privately owned facilities or features are allowed to exist on the public right-of-way by License Agreement. The License Agreement must be approved by the NHD Board. It is revocable, and requires the licensee to meet certain clear zone standards, maintain the facility or feature, assume all related risk, and indemnify and hold the District harmless. It is recorded, runs with the land which it serves.

EXHIBIT "A"

Official District Map

Nampa Highway District No.1 Official Map



In accordance with Idaho Code 40-202 (Designation of Highways and Public Rights-of-Way) and 40-1310 (Powers and Duties of Highway District Commissioners), this map is hereby adopted as the **Official Map of the Nampa Highway District No. 1** this ____ day of _____, 2018.

BOARD OF COMMISSIONERS

Dick Smith, Chairman

Randy Noble, Vice-Chairman

Bryce D. Millar, Secretary/Treasurer

Legend

- Public Highway, under Nampa Highway District No.1 jurisdiction.
- Public Highway, not under Nampa Highway District No.1 Jurisdiction.
- Private Roads, not under Nampa Highway District No.1 jurisdiction
- State Highway, not under Nampa Highway District No.1 jurisdiction
- Public Right of Way under Nampa Highway District No.1 jurisdiction, but not maintained by Nampa Highway District No.1
- Nampa Sections
- Enclaved Areas
- City Limits
- Island
- Lake
- Lake Overflow
- River

Nampa Highway District Sub Districts

- Sub-District 1
- Sub-District 2
- Sub-District 3

1 inch = 4,000 feet



EXHIBIT "B"

Pavement Rating Guide

Pavement Rating Guide

Severity: Low – Crack less than 1/4" wide or sealed
 Medium – Crack 1/4" to 3/4" wide
 High – Crack over 3/4" wide

Extent: Low – Less than 10% of road
 Medium – 10% to 30% of road
 High – More than 30% of road

Severity of Distress	Extent of Segment			
	None	Low	Med	High
None	0			
Low		1	2	3
Med		4	5	6
High		7	8	9

Fatigue Cracking

Rate a crack based on the most severe level present in 10% or more of the crack.

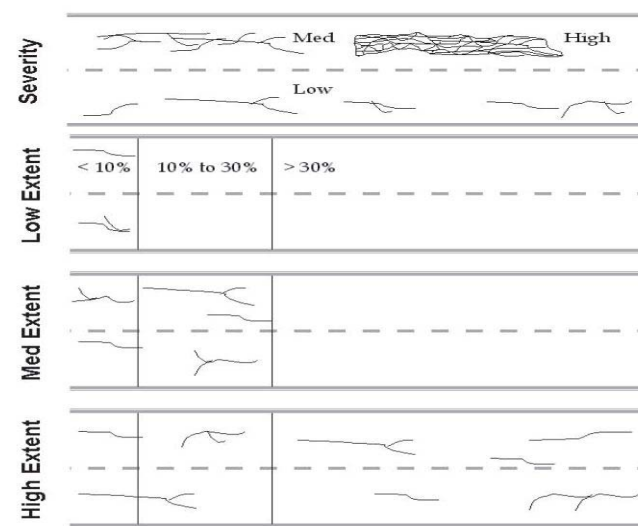


Low fatigue cracking

Rate any distress found in wheel path and any jagged cracks as fatigue cracking.



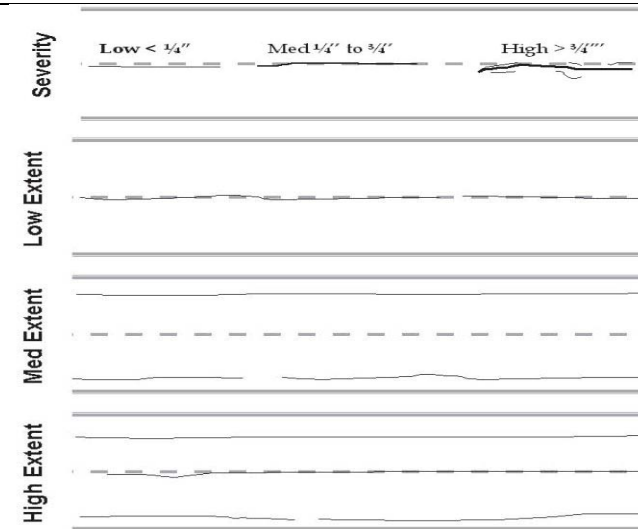
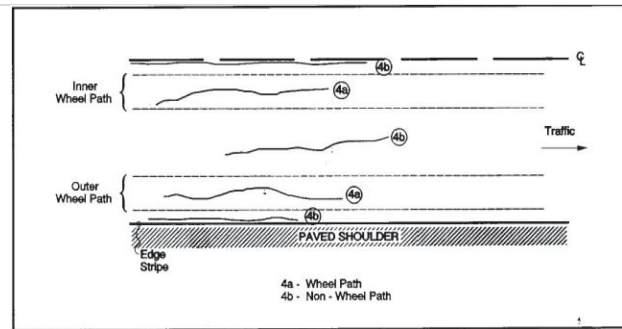
High Fatigue Cracking



Fatigue cracking severity diagram

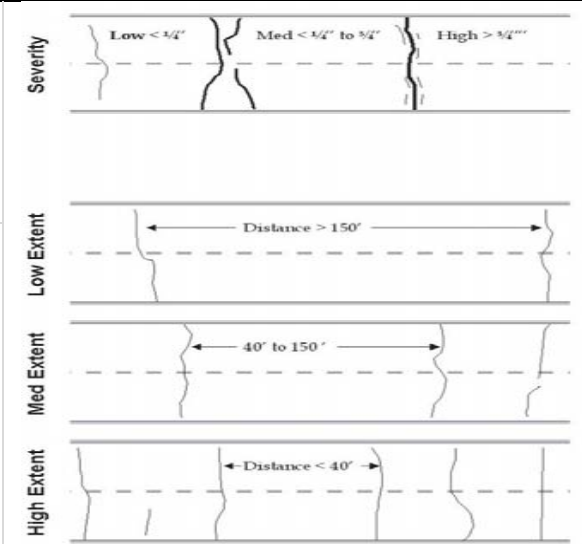
Longitudinal Cracking

Primarily associated with construction defects between seems.



Transverse Cracking

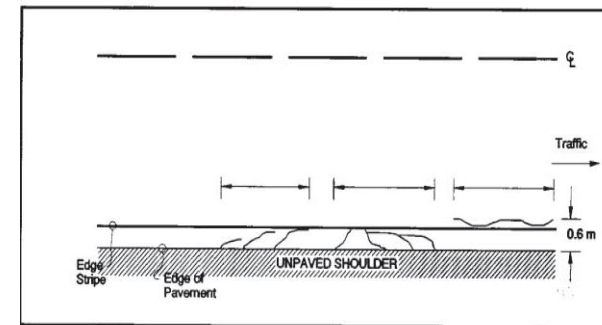
Sealed cracks receive a low severity rating.



Transverse cracking diagram

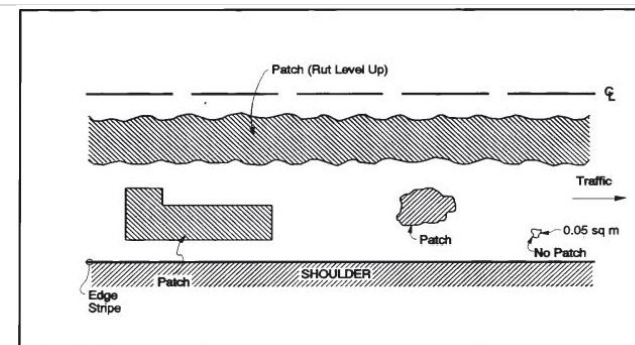
Edge Cracking

Usually occurs on roads without curbs or gutters. Rate similar to fatigue cracking.

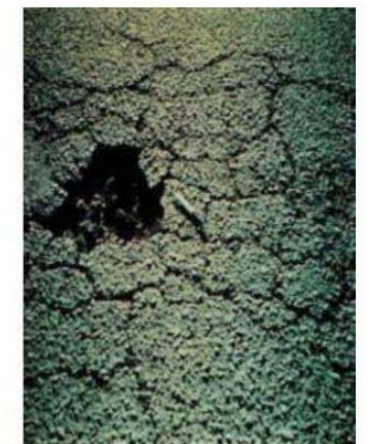


Patching

Rate severity and extent based upon worst damage present. Patches that sag or collect water should be rated as high severity.



Low Severity (Patched)



High Severity Pothole

EXHIBIT "C"

Standard Intersection Configurations

Intersection Configurations

November 30, 2016

Class 1 – Basic

See Figure 1. This configuration consists of the following items:

- 36” Stop Sign (R1-1)
- Stop bar pavement marking
- Delineators facing free flow traffic

Class 1 is generally used for mainline intersections with “no outlet” roads, subdivision entrances, and roads similar to a subdivision entrance.

Class 2 - Standard

See Figure 2. This configuration consists of the following items:

- 36” Stop Sign (R1-1)
- Stop bar pavement marking
- “ALL WAY” (R1-3P) placards under stop signs for all way stops
- “CROSS TRAFFIC DOES NOT STOP” (W4-4P) placards under stop signs for intersections with free flow traffic
- Delineators facing free flow traffic (not used at all way stops)

Class 2 is the standard configuration for mainline road intersections.

Class 3 – Enhanced

See Figure 3. This configuration consists of Class 2 items, plus the following:

- Stop Ahead advance warning signs (W3-1)
- Intersection Ahead advance warning signs (W2-X) for free flow traffic
- Street Name Placards (W16-8P) under the advance warning signs

Class 3 is generally used at mainline intersections whose approach legs having one or more of the following criteria:

- Traffic volume of 500 ADT or more
- Functionally classified as “Minor Arterial” or “Principal Arterial”
- Posted speed limit of 40 mph or greater

Class 4 – Extra-Enhanced

See Figure 4. This configuration consists of Class 3 items, plus the following:

- 48” Stop Sign instead of 36”
- “STOP AHEAD” pavement markings

Class 4 is generally used at mainline intersections of 4000 ADT or more traffic volume, or a historically high crash rate.

Advance Warning Signs

Whenever a stop sign is not visible for the distance shown in Table 1, then place the Stop Ahead (W3-1) sign ahead of the intersection at the distance specified in Table 1. Otherwise, place the advance warning sign approximately 300 feet ahead of the intersection.

Table 1		
Speed Limit (mph)	Stopping Sight Distance (ft)	
	Flat (<3%) or Uphill Grades	Downhill Grades (3% and greater)
40	305	354
45	360	427
50	425	507
55	495	593

Do not use Stop Ahead (W3-1) and Intersection Ahead (W2-X) signs on the same approach leg. When used, it should be one or the other; not both.

No Outlet Signs

Where any leg of an intersection has no outlet (including dead ends or cul-de-sacs), install a rectangular “NO OUTLET” sign (W14-2a) on top of the street name, facing each direction of intersecting through traffic.

If the intersection has a through road approach opposite the no outlet leg, then also install a diamond “NO OUTLET” sign (W14-2).

Do not use “DEAD END” signs.

Internal Subdivision Intersections

Do not install traffic control at intersections internal to subdivisions, except for “NO OUTLET” signs, for signs as shown on the plans, or as otherwise directed by the Engineer.

FIGURE 1

Class 1 - Basic
Intersection Configuration

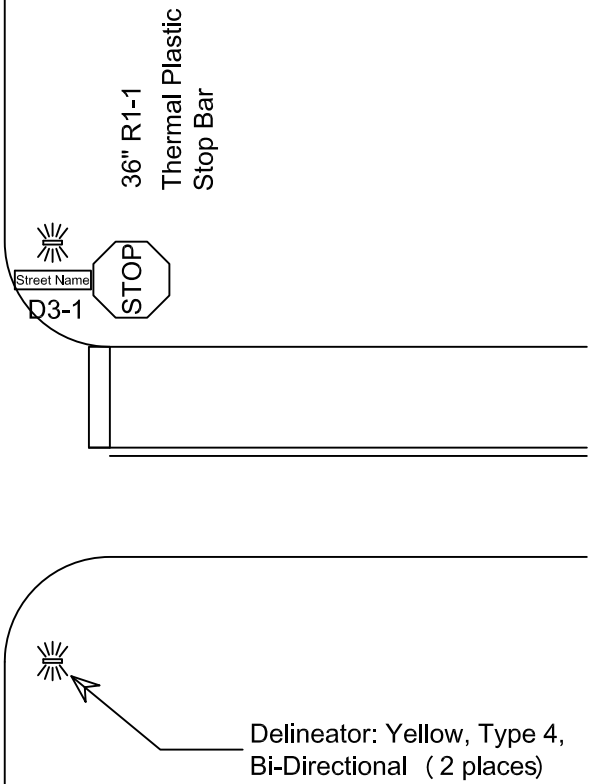
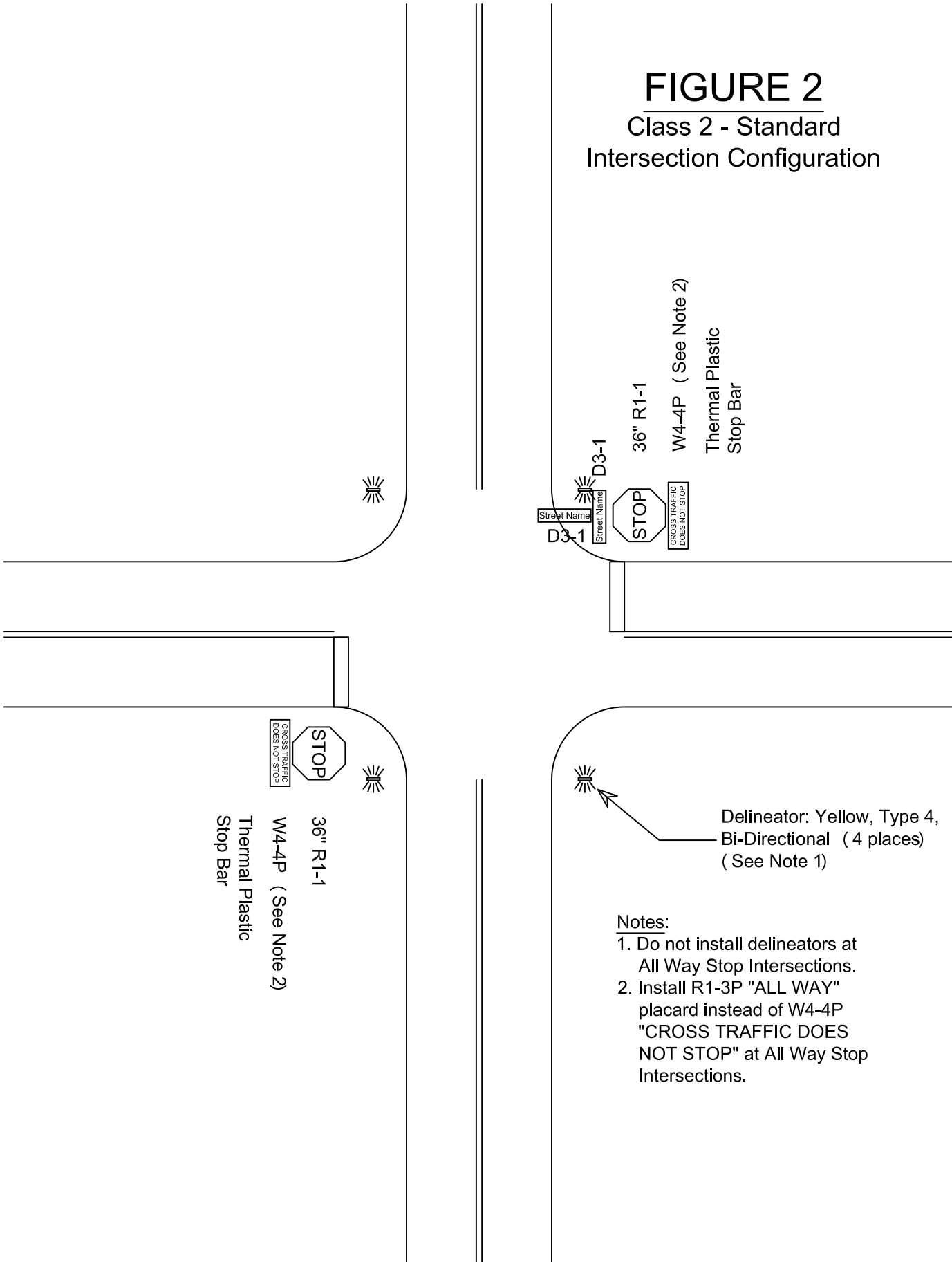






FIGURE 2

Class 2 - Standard Intersection Configuration




 36" R1-1
 W4-4P (See Note 2)
 Thermal Plastic
 Stop Bar


 D3-1
 Street Name

 36" R1-1
 W4-4P (See Note 2)
 Thermal Plastic
 Stop Bar


 Delineator: Yellow, Type 4,
 Bi-Directional (4 places)
 (See Note 1)

- Notes:**
1. Do not install delineators at All Way Stop Intersections.
 2. Install R1-3P "ALL WAY" placard instead of W4-4P "CROSS TRAFFIC DOES NOT STOP" at All Way Stop Intersections.

Notes:

1. Do not install delineators at All Way Stop Intersections.
2. Install R1-3P "ALL WAY" placard instead of W4-4P "CROSS TRAFFIC DOES NOT STOP" at All Way Stop Intersections.

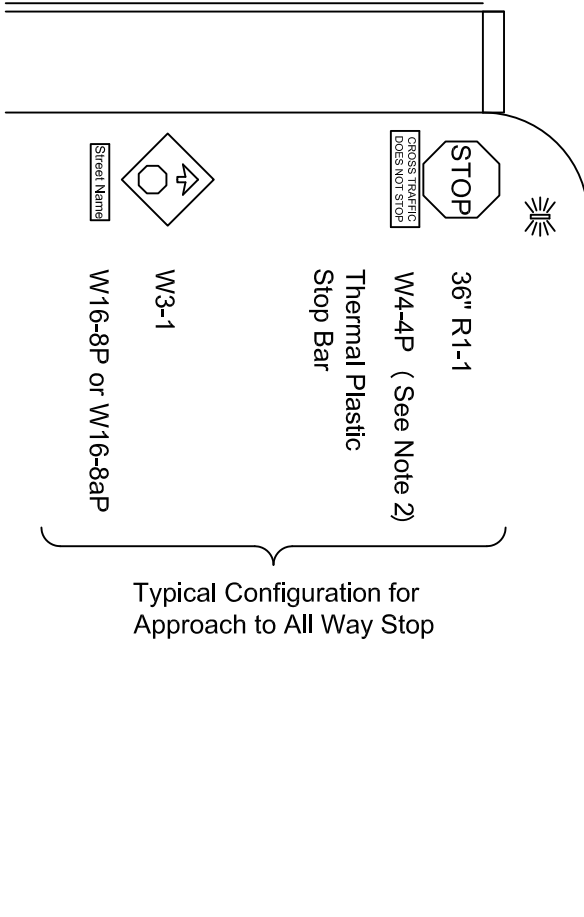
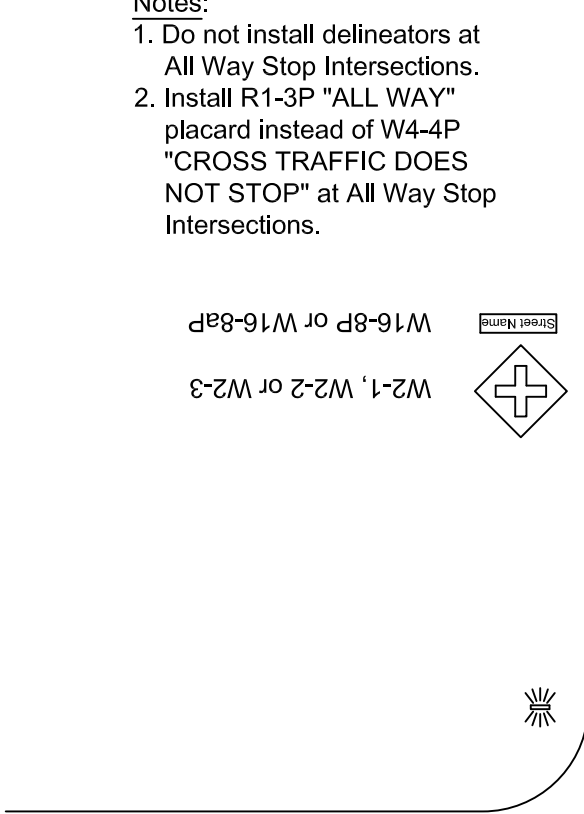
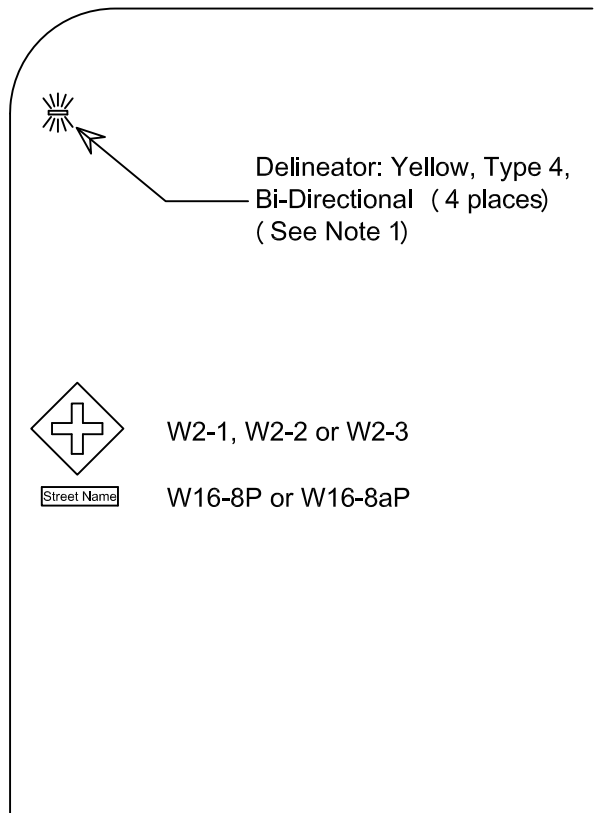
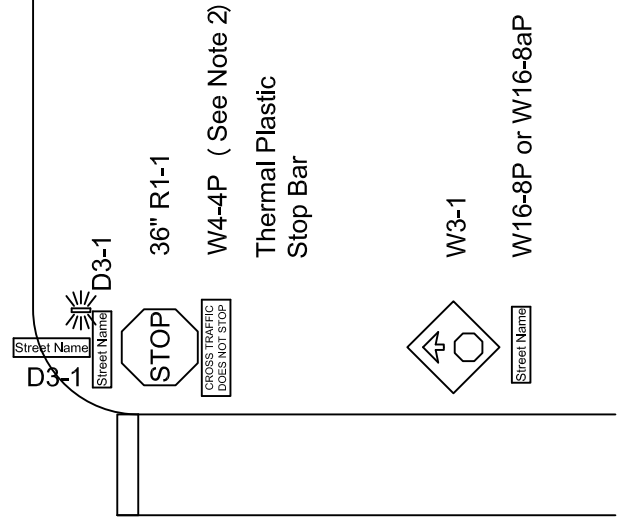


FIGURE 3
Class 3 - Enhanced
Intersection Configuration



Notes:

1. Do not install delineators at All Way Stop Intersections.
2. Install R1-3P "ALL WAY" placard instead of W4-4P "CROSS TRAFFIC DOES NOT STOP" at All Way Stop Intersections.

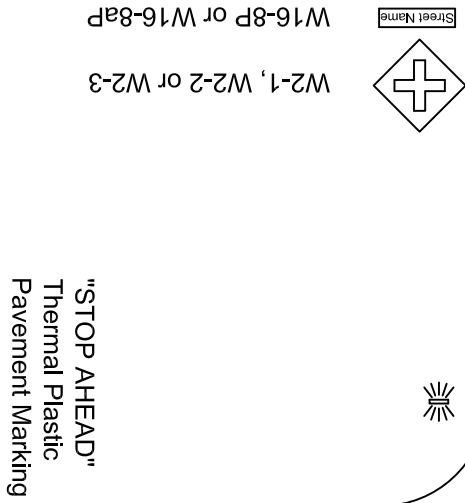


FIGURE 4
Class 4 - Extra-Enhanced
Intersection Configuration

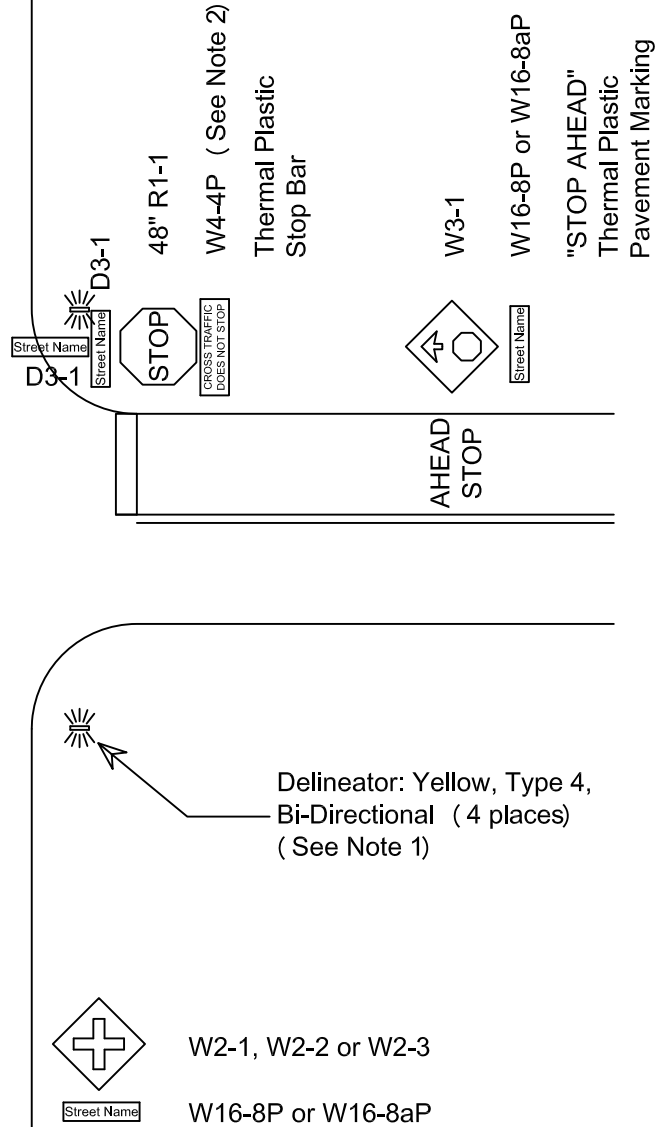


EXHIBIT “D”

Organization Chart

**NAMPA HIGHWAY DISTRICT NO. 1
Organizational Chart**

October 1, 2018

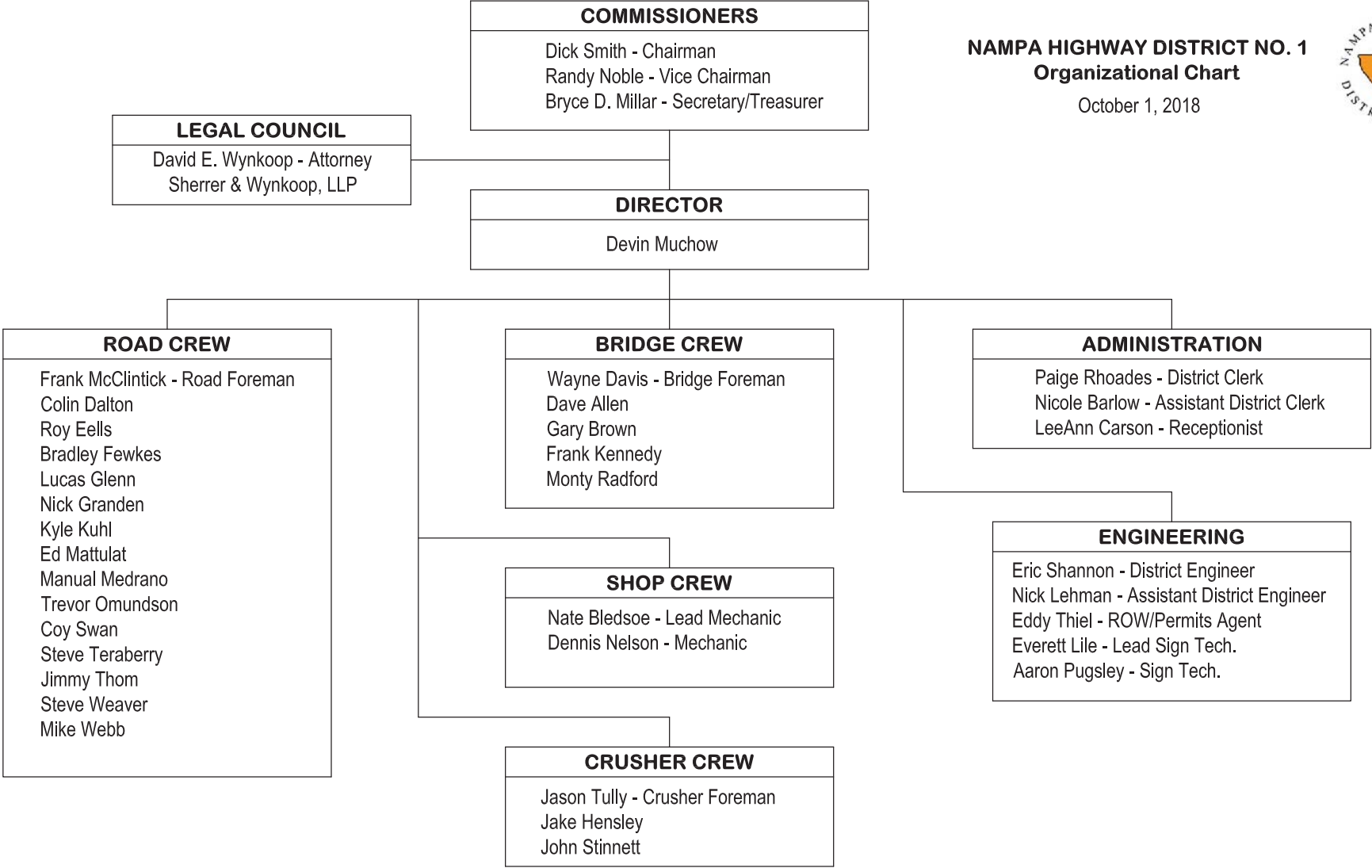
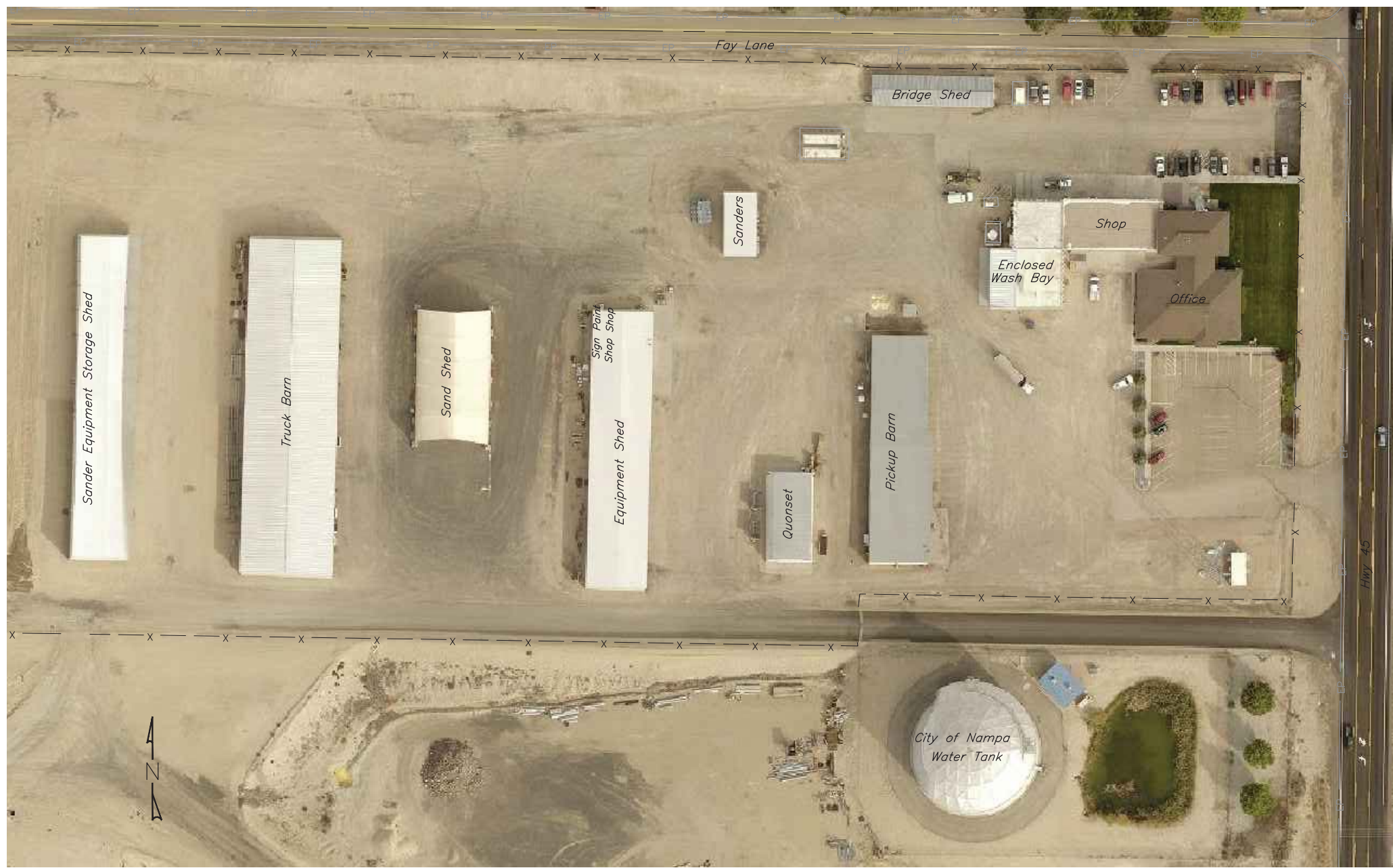


EXHIBIT "E"

**Aerial Photo
of NHD Facilities**



Sander Equipment Storage Shed

Truck Barn

Sand Shed

Sign Paint Shop Shop
Equipment Shed

Quonset

Sanders

Bridge Shed

Enclosed Wash Bay

Shop

Office

Pickup Barn

City of Nampa
Water Tank

Fay Lane

Hwy 45



EXHIBIT "F"

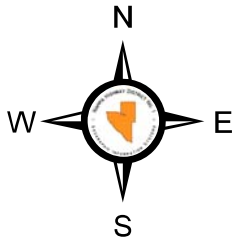
**Material Sources
List and Map**

Nampa Highway District No. 1 Materials Source List

Updated December 17, 2018



Number	Name	Location	Owner	Material	Status
1	Lake Pit		BLM	Gravel	No longer used by NHD1
2	Pickles Butte Pit	Farner Rd. & Ross Ln.	BLM	Cinders	In active use. Permit Expires 8/25/2021
3	Pickles Butte Pit		BLM	Gravel	No longer used by NHD1
4	Tomer Pit	S. Lake Ridge Rd.	NHD1	Gravel	In active use. Permit Expires 8/7/2023
5	Not Used				
6	Kondo Pit	Melba Rd., west of SH-45	NHD1	Gravel	In active use. Rec. Plan 1992.
7	Blue Sand Pit	Ferry Rd. & SH-45	NHD1	Sand	In active use. Rec. Plan 1992.
8	Nelson/Deppe	NHD1 Office Site	NHD1	Gravel	Exhausted - Currently being Reclaimed
9	Yard Pit	NHD1 Office Site	NHD1	Gravel	In active use. Permit Expires 12/2020.
10	Nelson/Deppe Airport		Nelson/Deppe	Gravel	No longer used by NHD1
11	Knife River	Lola Ln. & SH-45	Knife River	Gravel	No longer used by NHD1
12	Bowman/Midland		Bowman	Gravel	No longer used by NHD1
13	Nelson/Deppe Lloyd Ln.		Nelson/Deppe	Gravel	No longer used by NHD1
14	Marchbanks Pit	Rim Rd. & Alamo Ln.	Brandt	Gravel	No longer used by NHD1
15	Nicholson/Map Rock		Tom Nicholson	Gravel	No longer used by NHD1
16	Tracy Pit				No longer used by NHD1
17	Lola South	Lola Ln., east of SH-45, south side of road	NHD1	Gravel	Not yet opened. Permitted 2015-2035.
18	Lola North	Lola Ln., east of SH-45, north side of road	NHD1	Gravel	Not yet opened. Permitted 2020-2040.



Nampa Highway District No. 1 Material Source Locations

Feb 5, 2014

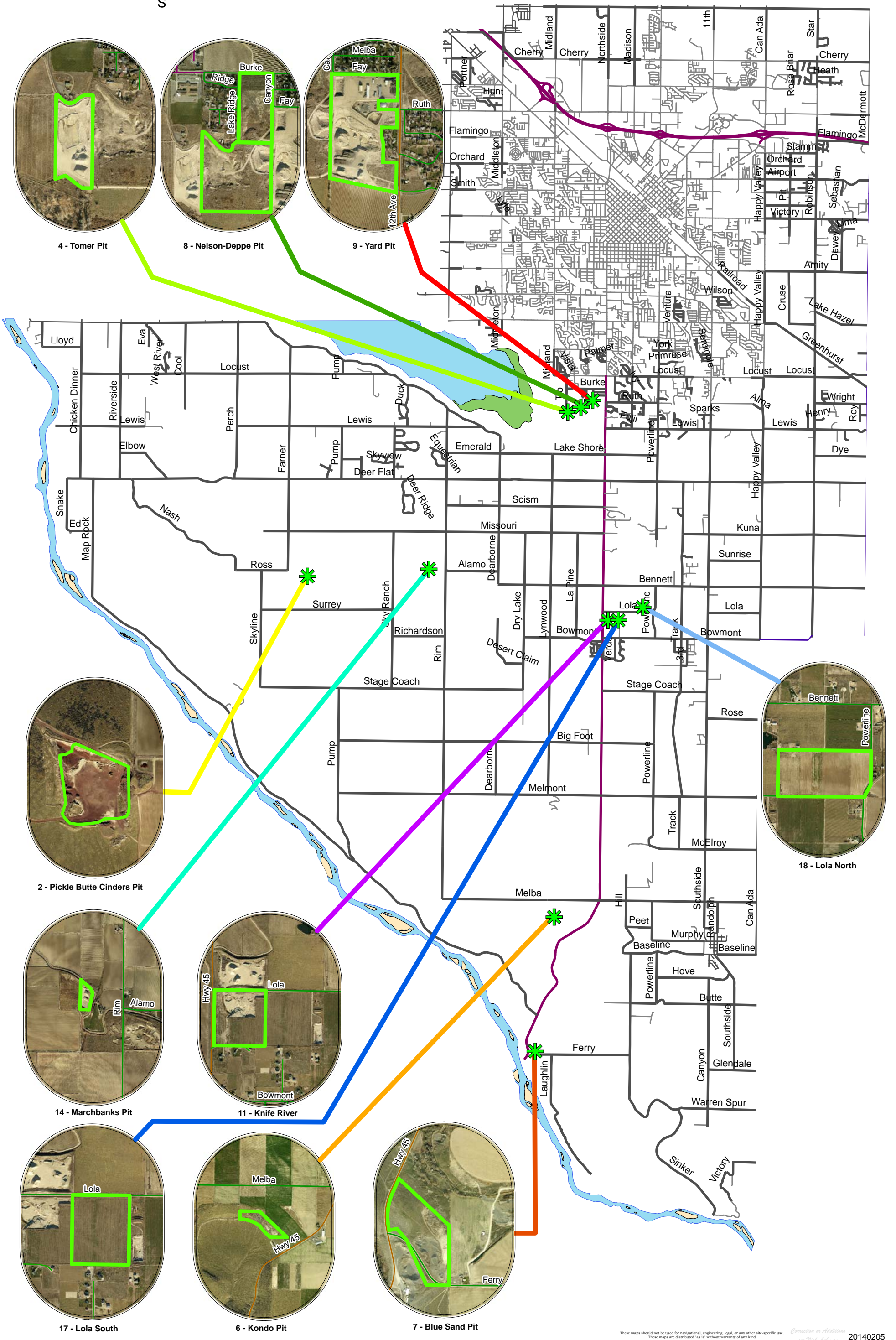


EXHIBIT "G"

COMPASS
Functional Classification Article
and
Functional Classification Map

Roadways

Communities in Motion 2040 2.0 (CIM 2040 2.0) focuses on four transportation system components—roadways, public transportation,¹ freight,² and bicycle/pedestrian (active transportation)³—and how they integrate to comprise a complete transportation system.

FUNCTIONAL CLASSIFICATION

Roads are classified by how they function within a transportation system—called their “functional classification.”⁴ For example, local streets are intended to serve residential areas, not heavy through traffic, while interstate highways are designed for heavy traffic and high speeds. Classification is determined by the service a road supplies, not simply by the size of the road or the amount of traffic it carries. This means roads that look similar may have different functional classifications because they are serving different needs.

Functional classification is determined based on a range of how a road provides mobility and access (Figure 1). Mobility is determined by vehicular speed and distance of the roadway without interruptions; its focus is moving travelers from point A to point B in the most efficient way. Arterial roads, highways, and interstates are good examples of roadways with high mobility because they move larger volumes of vehicles, at higher speeds, with fewer access points than other types of roads. Access is determined by the frequency of entry and exit opportunities on a road; local and collector roads typically provide better access because they have more intersections and driveways.

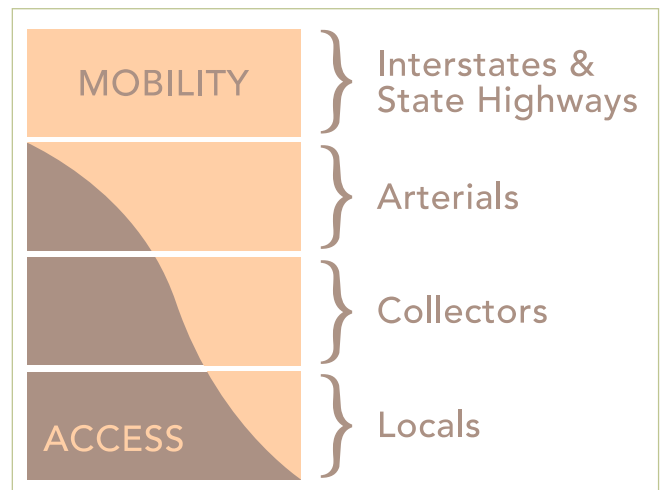


Figure 1. Functional classification is based on a continuum of mobility vs. access.

Fifty-six percent of Ada and Canyon Counties’ nearly 12,000 lane miles of roadways are on local streets (Figure 2). However, over 70% of traffic (in terms of vehicle miles traveled, or “VMT”) is on the interstate, state highways, and principal arterials, which account for only 18% of the lane miles.

Functional classification helps in prioritizing needs, determining the appropriate type and frequency of access to adjacent land uses, and determining whether federal funds can be used for a project on that roadway. The 2040 functional classification map⁵ shows interstate and arterial roadways as they are planned for the year 2040. Local and collector streets are not included. The map corresponds to the roadways that were included in analyses for determining funding priorities⁶ and in the air quality conformity demonstration.⁷

2035 Functional Classification Map for Ada County & Canyon County

Approved by COMPASS Board for inclusion in the
Communities in Motion Long Range Transportation Plan
January 25, 2010

Only Consists of Arterial Functional Classification and Higher

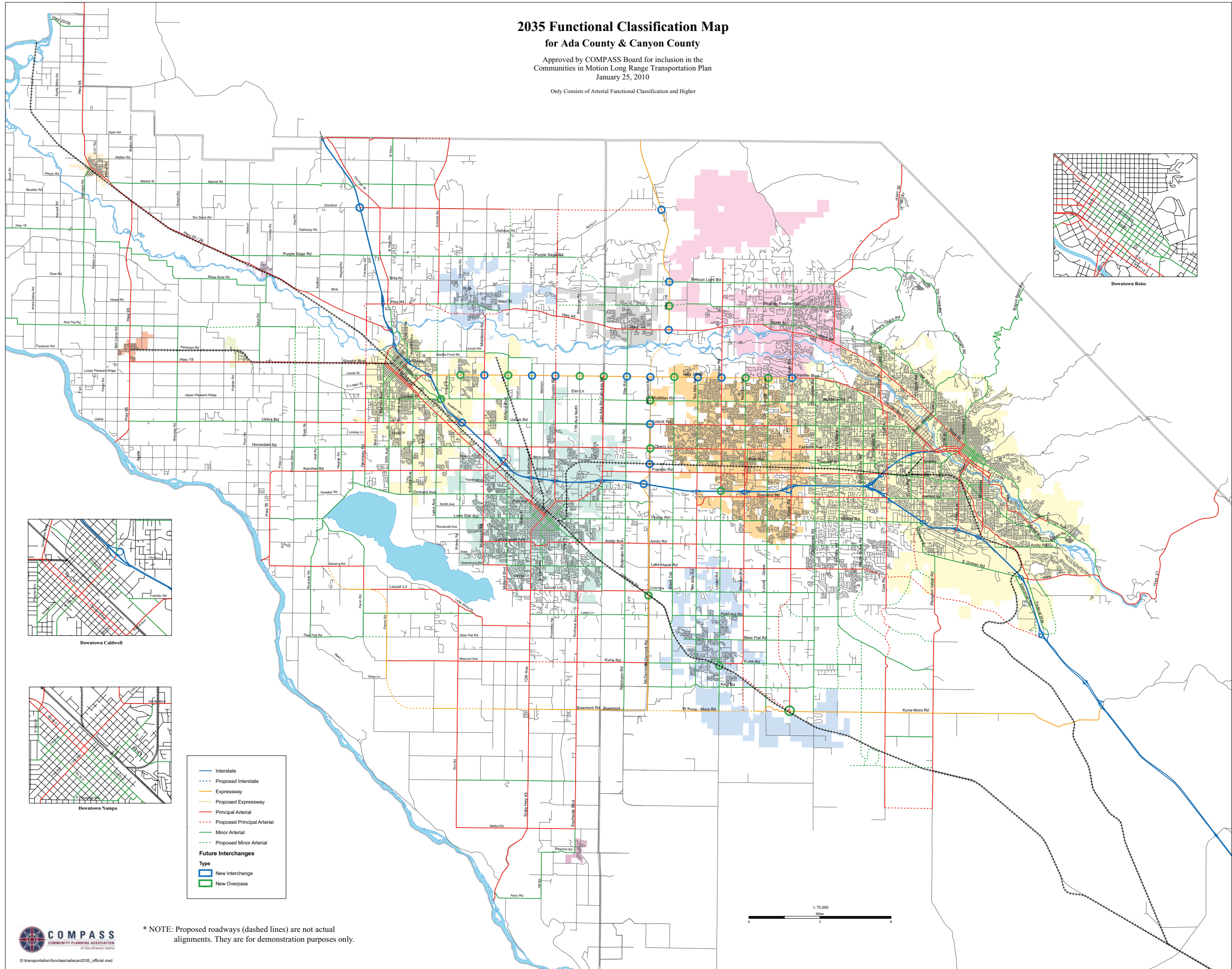
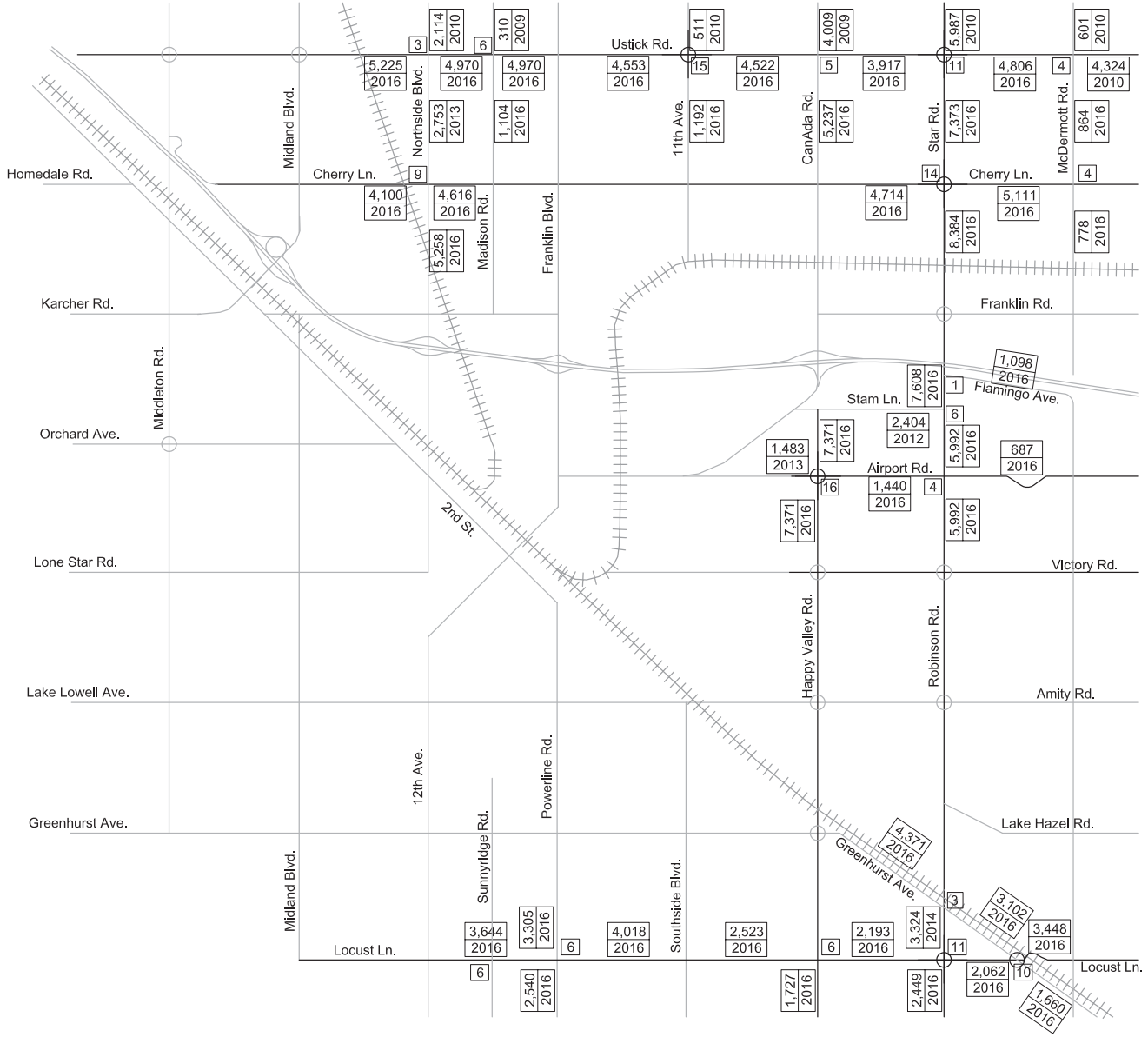






EXHIBIT "H"

Corridor Evaluation Map



Corridor Evaluation

-  Existing or Planned Roundabout or Traffic Signal
-  Consider for Future Roundabout or Traffic Signal
-  Total Number of Intersection Crashes June 2013 to June 2017
-  ADT Data Year

March 2018

EXHIBIT "I"

Five Year Work Plan



NAMPA HIGHWAY DISTRICT NO. 1

FY 2019 – 2023 Five Year Work Plan

Approved June 7, 2018

NAMPA HIGHWAY DISTRICT NO. 1

FY 2019 - 2023 FIVE YEAR WORK PLAN

Approved 06/07/2018

SUMMARY

Projects	FY 2019		FY 2020		FY 2021		FY 2022		FY 2023	
	Miles	Costs	Miles	Costs	Miles	Costs	Miles	Costs	Miles	Costs
Seal Coats	39.53	\$ 1,557,299.18	47.44	\$ 1,924,972.40	46.11	\$ 1,926,935.82	45.48	\$ 1,957,832.25	47.92	\$ 2,124,781.29
Construction/Rehabilitation	9.29	\$ 4,708,539.39	8.02	\$ 4,251,823.48	6.98	\$ 2,880,116.24	6.94	\$ 3,115,827.58	7.67	\$ 3,426,163.87
Work Year Cost Totals		\$ 6,265,838.57		\$ 6,176,795.89		\$ 4,807,052.06		\$ 5,073,659.83		\$ 5,550,945.16

NAMPA HIGHWAY DISTRICT NO. 1

FY 2019 - 2023 FIVE YEAR WORK PLAN

Approved 06/07/2018

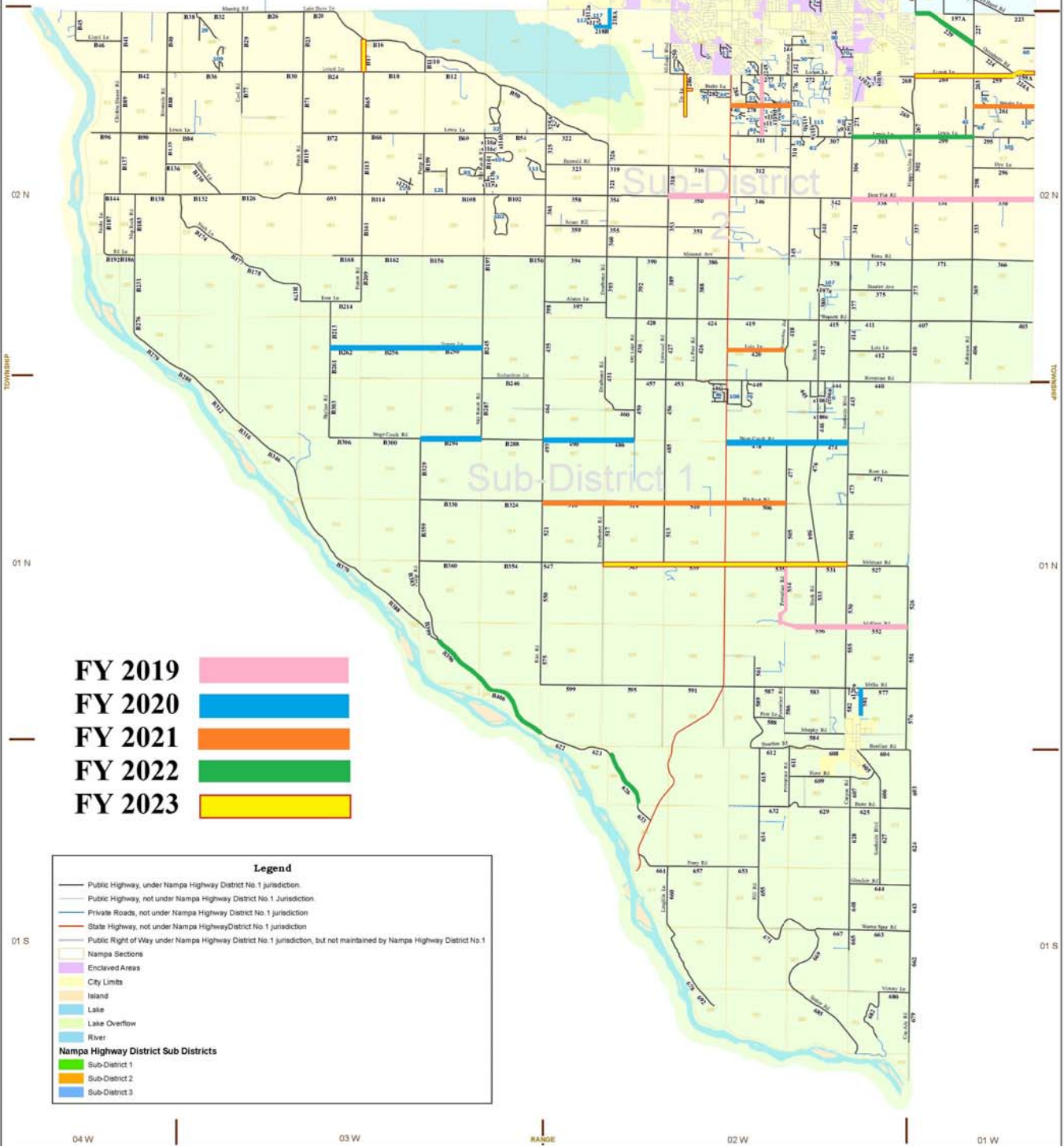
Construction Project List

Section ID	Road Name	From	To	Treatment	FY 2019		FY 2020		FY 2021		FY 2022		FY 2023	
					Cost	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Miles
146i	Middleton Rd	Orchard Ave	Orchard Ave	Traffic Signal	\$ 1,924,600.00									
159i	Robinson Rd	Amity Rd	Amity Rd	Roundabout	\$ 900,000.00									
146	Middleton Rd	Nampa City Limits	Orchard Ave	Full Depth Rehab	\$ 26,400.00	0.12								
104	Middleton Rd	Orchard Ave	W Flamingo Ave	Full Depth Rehab	\$ 74,800.00	0.34								
147	Orchard Ave	Midway Rd	Middleton Rd	Full Depth Rehab	\$ 173,800.00	0.79								
279	Sunnyridge Rd	Lewis Ln	Locust Ln	Full Depth Rehab	\$ 200,378.79	1.00								
350	Deer Flat Rd	Lynwood Rd	Hwy 45	Full Depth Rehab	\$ 200,340.91	1.00								
338	Deer Flat Rd	Southside Blvd	Happy Valley Rd	Full Depth Rehab	\$ 201,287.88	1.01								
334	Deer Flat Rd	Happy Valley Rd	Robinson Rd	Full Depth Rehab	\$ 197,045.45	0.99								
330	Deer Flat Rd	Robinson Blvd	McDermott Rd	Full Depth Rehab	\$ 200,719.70	1.00								
534	S Powerline Rd	McElroy Rd	Melmont Rd	Full Depth Rehab	\$ 208,219.70	1.04								
556	McElroy Rd	S Powerline Rd	Southside Blvd	Full Depth Rehab	\$ 200,530.30	1.00								
552	McElroy Rd	Southside Blvd	Can Ada Rd	Full Depth Rehab	\$ 200,416.67	1.00								
122i	Happy Valley Rd	E Victory Rd	E Victory Rd	Roundabout			\$ 2,100,000.00							
025i	Midland Blvd	Ustick Rd	Ustick Rd	Roundabout			\$ 500,000.00							
218A	Middleton Rd	Coyote Cove Rd	Greenhurst Rd	Full Depth Rehab			\$ 61,487.88	0.30						
218B	Coyote Cove Rd	end	Middleton Rd	Full Depth Rehab			\$ 53,840.91	0.26						
B262	Surrey Ln	Skyline Rd	Surrey B256	Full Depth Rehab			\$ 104,014.39	0.50						
B256	Surrey Ln	Surrey B262	Surrey B250	Full Depth Rehab			\$ 206,858.33	1.00						
B250	Surrey Ln	Surrey B256	Sky Ranch Rd	Full Depth Rehab			\$ 206,000.00	1.00						
B294	Stage Coach Rd	Pump Rd	Sky Ranch Rd	Full Depth Rehab			\$ 206,858.33	1.00						
490	Stage Coach Rd	Rim Rd	Stage Coach Rd 486	Full Depth Rehab			\$ 209,628.41	1.02						
486	Stage Coach Rd	Stage Coach Rd 490	Dry Lake Rd	Full Depth Rehab			\$ 98,864.39	0.48						
478	Stage Coach Rd	Hwy 45	S Powerline Rd	Full Depth Rehab			\$ 206,546.21	1.00						
474	Stage Coach Rd	S Powerline Rd	South Side Blvd	Full Depth Rehab			\$ 206,429.17	1.00						
581	Randolph Ave	Melba City Limits	Melba Rd	Full Depth Rehab			\$ 91,295.45	0.44						
083i	Happy Valley Rd	Airport Rd	Airport	Traffic Signal					\$ 1,400,000.00					
278	Ruth Ln	Hwy 45	S Powerline Rd	Full Depth Rehab					\$ 212,702.41	1.00				
261	Wright Ln	Robinson Blvd	McDermott Rd	Full Depth Rehab					\$ 211,697.77	1.00				
420	Lola Ln	Hwy 45	S Powerline Rd	Full Depth Rehab					\$ 204,464.36	0.96				
518	Big Foot Rd	Rim Rd	Dearborne Rd	Full Depth Rehab					\$ 212,019.26	1.00				
514	Big Foot Rd	Dearborne Rd	Lynwood Rd	Full Depth Rehab					\$ 213,827.61	1.01				
510	Big Foot Rd	Lynwood Rd	Hwy 45	Full Depth Rehab					\$ 212,822.97	1.00				
506	Big Foot Rd	Hwy 45	S Powerline Rd	Full Depth Rehab					\$ 212,581.86	1.00				
005i	Starr Rd	Cherry Ln	Cherry Ln	Roundabout							\$ 1,600,000.00			
229	Greenhurst Rd	Happy Valley Rd	Robinson Blvd	Full Depth Rehab							\$ 246,650.01	1.13		
303	Lewis Ln	Southside Blvd	Happy Valley Rd	Full Depth Rehab							\$ 220,035.48	1.01		
299	Lewis Ln	Happy Valley Rd	Robinson Rd	Full Depth Rehab							\$ 214,157.94	0.98		
B396	Map Rock Rd	Pump Rd	Map Rock B406	Full Depth Rehab							\$ 361,883.04	1.66		
B406	Map Rock Rd	Map Rock B396	Map Rock 622	Full Depth Rehab							\$ 242,635.06	1.11		
626	Map Rock Rd	Map Rock 623	Map Rock 633	Full Depth Rehab							\$ 230,466.06	1.05		
013i	11th Ave	Ustick Rd	Ustick Rd	Roundabout									\$ 1,700,000.00	
013	11th Ave N	Nampa City Limits	Ustick Rd	Full Depth Rehab									\$ 95,710.88	0.43
B17	Farner Rd	W Locust Ln	Lake Shore Dr	Full Depth Rehab									\$ 117,922.63	0.52
264	Locust Ln	Happy Valley Rd	Robinson Blvd	Full Depth Rehab									\$ 219,516.85	0.98
259	Locust Ln	Robinson Blvd	Greenhurst Rd	Full Depth Rehab									\$ 156,974.37	0.70
259A	Locust Ln	Greenhurst Rd	McDermott Rd	Full Depth Rehab									\$ 74,223.90	0.33
286	Tio Ln	end	Locust Ln	Full Depth Rehab									\$ 159,319.18	0.71
543	Melmont Rd	Dearborne Rd	Lynwood Rd	Full Depth Rehab									\$ 225,272.29	1.00
539	Melmont Rd	Lynwood Rd	Hwy 45	Full Depth Rehab									\$ 226,466.02	1.01
535	Melmont Rd	Hwy 45	S Powerline Rd	Full Depth Rehab									\$ 225,528.09	1.00
531	Melmont Rd	S Powerline Rd	Southside Blvd	Full Depth Rehab									\$ 225,229.66	1.00
FY Totals					\$ 4,708,539.39	9.29	\$ 4,251,823.48	8.02	\$ 2,880,116.24	6.98	\$ 3,115,827.58	6.94	\$ 3,426,163.87	7.67

Nampa Highway District No.1 FY 2019 - 2023 Construction Map



Approved - June 7, 2018



- FY 2019
- FY 2020
- FY 2021
- FY 2022
- FY 2023

Legend

- Public Highway, under Nampa Highway District No. 1 jurisdiction.
- Public Highway, not under Nampa Highway District No. 1 jurisdiction.
- Private Roads, not under Nampa Highway District No. 1 jurisdiction.
- State Highway, not under Nampa Highway District No. 1 jurisdiction.
- Public Right of Way under Nampa Highway District No. 1 jurisdiction, but not maintained by Nampa Highway District No. 1.
- Nampa Sections
- Enclaved Areas
- City Limits
- Island
- Lake
- Lake Overflow
- River

Nampa Highway District Sub Districts

- Sub-District 1
- Sub-District 2
- Sub-District 3



NAMPA HIGHWAY DISTRICT NO. 1

FY 2019 - 2023 FIVE YEAR WORK PLAN

Approved 06/07/2018

Seal Coat List

Section ID	Road Name	From	To	Miles	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
282	Burke Ln	Tio Ln	Hwy 45	0.63	\$ 21,934.66				
366	Kuna Rd	Robinson Blvd	McDermott Rd	1.01	\$ 35,205.49				
371	Kuna Rd	Happy Valley Rd	Robinson Blvd	0.99	\$ 34,748.11				
374	Kuna Rd	Southside Blvd	Happy Valley Rd	1.01	\$ 35,178.98				
378	Kuna Rd	Track Rd	Southside Blvd	0.50	\$ 17,546.40				
380	Track Rd	Bennett Rd	Kuna Rd	1.00	\$ 35,092.80				
417	Track Rd	Bowmont Rd	Bennett Rd	1.00	\$ 34,973.48				
418	S Powerline Rd	Bowmont Rd	Bennett Rd	1.02	\$ 35,556.82				
446	Track Rd	Stage Coach Rd	Bowmont Rd	1.01	\$ 35,464.02				
517	Dearborne Rd	Melmont Rd	Big Foot Rd	1.02	\$ 35,530.30				
547	Melmont Rd	Rim Rd	Dearborne Rd	1.00	\$ 35,106.06				
615	Hill Rd	Butte Rd	Baseline Rd	0.95	\$ 33,342.80				
634	Hill Rd	Ferry Rd	Butte Rd	1.00	\$ 34,880.68				
653	Ferry Rd	Ferry Rd 657	Hill Rd	0.50	\$ 17,500.00				
655	Hill Rd	Warren Spur Rd	Ferry Rd	0.85	\$ 29,624.05				
657	Ferry Rd	Laughlin Ln	Ferry Rd 653	0.99	\$ 34,668.56				
661	Ferry Rd	Hwy 45	Ferry 653	0.56	\$ 19,641.10				
671	Warren Spur Rd	Hill Rd	Sinker Rd	1.36	\$ 47,428.98				
693	Deer Flat Rd	Perch Rd	Farner Rd	1.04	\$ 36,378.79				
B119	Perch Rd	Deer Flat Rd	W Lewis Ln	1.01	\$ 35,198.86				
B126	Deer Flat Rd	Elbow Ln	Perch Rd	1.32	\$ 46,129.73				
B130	Elbow Ln	Elbow B136	Deer Flat Rd	0.88	\$ 30,850.38				
B136	Elbow Ln	Riverside Rd	Elbow B130	0.25	\$ 8,783.14				
B183	Map Rock Rd	Ed Ln	Deer Flat Rd	1.00	\$ 35,000.00				
B231	Map Rock Rd	Map Rock B276	Ed Ln	0.98	\$ 34,429.92				
B276	Map Rock Rd	Map Rock B279	Map Rock B231	0.26	\$ 9,127.84				
B279	Map Rock Rd	Map Rock B276	Map Rock B280	0.97	\$ 33,992.42				
B280	Map Rock Rd	Map Rock B279	Map Rock B312	0.34	\$ 11,945.08				
B29	Cool Rd	W Locust Ln	Marsing Rd	0.97	\$ 34,085.23				
B312	Map Rock Rd	Map Rock B280	Map Rock B316	0.99	\$ 34,489.58				
B316	Map Rock Rd	Map Rock B312	Map Rock B346	0.41	\$ 14,503.79				
B329	Pump Rd	Big Foot Rd	Stage Coach Rd	1.00	\$ 35,046.40				
B346	Map Rock Rd	Map Rock B316	Map Rock B370	1.28	\$ 44,631.63				
B354	Melmont Rd	Melmont B360	Rim Rd	1.00	\$ 34,920.45				
B359	Pump Rd	Melmont Rd	Big Foot Rd	1.01	\$ 35,205.49				
B360	Melmont Rd	Pump Rd	Melmont B354	1.01	\$ 35,470.64				
B370	Map Rock Rd	Map Rock B346	Map Rock B388	1.60	\$ 55,887.31				
B383	Pump Rd	Pump B399	Melmont Rd	1.05	\$ 36,915.72				
B388	Map Rock Rd	Map Rock B370	Pump Rd	1.29	\$ 45,301.14				
B399	Pump Rd	Map Rock Rd	Pump B383	0.33	\$ 11,408.14				
B71	Perch Rd	W Lewis Ln	W Locust Ln	1.00	\$ 35,145.83				
B77	Cool Rd	end	W Locust Ln	0.70	\$ 24,625.95				
B90	W Lewis Ln	Chicken Dinner Rd	Riverside Rd	0.75	\$ 26,303.03				
B96	W Lewis Ln	end	Chicken Dinner Rd	0.48	\$ 16,969.70				
s107a	Wild Horse Way	Track Rd	end	0.21	\$ 7,470.64				
145	Ashley Ave	Middleton Rd	end	0.07		\$ 2,492.09			
271	Southside Blvd	Lewis Ln	Alma	0.50		\$ 18,065.97			
295	Lewis Ln	Robinson Blvd	McDermott Rd	1.02		\$ 36,664.49			
306	Southside Blvd	Deer Flat Rd	Lewis Ln	1.00		\$ 36,145.59			
307	Lewis Ln	S Powerline Rd	Southside Blvd	1.00		\$ 36,166.07			
341	Southside Blvd	Kuna Rd	Deer Flat Rd	1.00		\$ 36,111.45			
342	Deer Flat Rd	S Powerline Rd	Southside Blvd	1.00		\$ 36,138.76			
346	Deer Flat Rd	Hwy 45	S Powerline Rd	1.00		\$ 36,145.59			
375	Sunrise Ave	Southside Blvd	Happy Valley Rd	1.00		\$ 36,200.21			
377	Southside Blvd	Bennett Rd	Kuna Rd	1.00		\$ 36,077.31			
412	Lola Ln	Southside Blvd	Happy Valley Rd	1.00		\$ 36,152.41			
414	Southside Blvd	Bowmont Rd	Bennett Rd	1.00		\$ 36,036.34			
443	Southside Blvd	Stage Coach Rd	Bowmont Rd	1.02		\$ 36,609.87			
473	Southside Blvd	Southside Blvd 501	Stage Coach Rd	1.00		\$ 36,097.79			
493	Rim Rd	Big Foot Rd	Stage Coach Rd	1.00		\$ 36,118.28			
501	Southside Blvd	Melmont Rd	Southside Blvd 473	1.00		\$ 36,152.41			
521	Rim Rd	Melmont Rd	Big Foot Rd	1.00		\$ 36,227.52			
530	Southside Blvd	McElroy Rd	Melmont Rd	1.00		\$ 36,152.41			
550	Rim Rd	Rim Rd 575	Melmont Rd	1.00		\$ 36,159.24			
555	Southside Blvd	Melba Rd	McElroy Rd	1.00		\$ 36,145.59			
575	Rim Rd	Melba Rd	Rim Rd 550	1.01		\$ 36,241.17			
583	Melba Rd	S Powerline Rd	Southside Blvd	1.00		\$ 36,104.62			
587	Melba Rd	Hwy 45	S Powerline Rd	1.01		\$ 36,329.93			
591	Melba Rd	Melba Rd 595	Hwy 45	0.99		\$ 35,783.72			
595	Melba Rd	Melba Rd 599	Melba Rd 591	1.00		\$ 36,090.97			
599	Melba Rd	Rim Rd	Melba 595	1.01		\$ 36,343.59			
104x	Middleton Rd	Orchard Ave	W Flamingo Ave	0.50		\$ 18,065.97			
143x	Orchard Ave	Middleton Rd	Nampa City Limits	0.12		\$ 4,294.59			
146x	Middleton Rd	Nampa City Limits	Orchard Ave	0.16		\$ 5,871.78			
147x	Orchard Ave	Midway Rd	Middleton Rd	0.89		\$ 32,096.79			
279x	Sunnyridge Rd	Lewis Ln	Locust Ln	1.00		\$ 36,125.10			
330x	Deer Flat Rd	Robinson Blvd	McDermott Rd	1.00		\$ 36,186.55			
334x	Deer Flat Rd	Happy Valley Rd	Robinson Rd	0.99		\$ 35,524.27			
338x	Deer Flat Rd	Southside Blvd	Happy Valley Rd	1.01		\$ 36,288.97			
350x	Deer Flat Rd	Lynwood Rd	Hwy 45	1.00		\$ 36,118.28			
344x	S Powerline Rd	McElroy Rd	Melmont Rd	1.04		\$ 37,538.43			
552x	McElroy Rd	Southside Blvd	Can Ada Rd	1.00		\$ 36,131.93			
556x	McElroy Rd	S Powerline Rd	Southside Blvd	1.00		\$ 36,152.41			
B113	Farner Rd	Deer Flat Rd	W Lewis Ln	1.01		\$ 36,254.83			
B161	Farner Rd	Missouri Ave	Deer Flat Rd	1.00		\$ 36,111.45			
B168	Missouri Ave	end	Farner Rd	0.49		\$ 17,799.69			
B209	Farner Rd	Ross Ln	Missouri Ave	0.75		\$ 26,982.88			
B213	Skyline Rd	Surrey Rd	Ross Ln	0.75		\$ 27,139.91			
B214	Ross Ln	Nash Ln	Farner Rd	1.00		\$ 35,913.45			
B261	Skyline Rd	Skyline B303	Surrey Ln	0.50		\$ 18,072.79			
B303	Skyline Rd	Stage Coach Rd	Skyline B261	0.97		\$ 35,087.30			
B65	Farner Rd	W Lewis Ln	W Locust Ln	1.01		\$ 36,254.83			
s115a	Lewis Crossing Way	Lewis Ln	Green Valley Pl	0.29		\$ 10,289.27			

s115b	Green Valley Pl	end	end	0.22	\$ 7,790.35		
s119a	Castleton Ave	End	Ruth Ln	0.25	\$ 8,971.53		
s119b	Huntington Ct	End	Castleton Ave	0.07	\$ 2,546.71		
s119c	Elviston St	End	Castleton Ave	0.11	\$ 3,980.52		
s119d	Torrington Pl	Elviston St	end	0.06	\$ 2,082.43		
s121a	Chaparral Ranch Rd	Deer Flat Rd	end	0.44	\$ 15,806.01		
s121b	Santa Rita Dr	Pump Ln	Chaparral Ranch Rd	0.38	\$ 13,614.34		
s123a	Crystal Quartz Dr	Deer Flat Rd	end	0.28	\$ 10,186.86		
s123b	Quarry Ridge Dr	End	End	0.27	\$ 9,708.92		
s23a	Sherry Rd	end	end	0.21	\$ 7,585.52		
s27a	Briarcrest Dr	S Powerline Rd	end	0.18	\$ 6,540.89		
s27b	Andover Ct	S Powerline Rd	end	0.06	\$ 2,075.61		
s27c	Essington Ct	end	Briarcrest Dr	0.09	\$ 3,079.27		
s44a	Fay Ln	S Canyon St	Hwy 45	0.24	\$ 8,753.05		
s44b	S Canyon St	Faye Ln	Burke Ln	0.12	\$ 4,280.94		
s44c	Melba Dr	S Canyon St	end	0.22	\$ 7,961.04		
s45a	High Hope St	Lewis Ln	end	0.49	\$ 17,745.07		
s50a	Primrose Dr	S Powerline Rd	end	0.37	\$ 13,464.13		
s54a	Shipman Cir	Locust Ln	end	0.13	\$ 4,622.32		
s6a	Lindenwood Dr	end	Locust Ln	0.35	\$ 12,788.19		
s6b	Skyline Dr	Lindenwood Dr	Lindenwood Dr	0.23	\$ 8,165.87		
s84a	Fujii Dr	Lewis Ln	Sunnyridge Rd	0.31	\$ 11,231.49		
s84b	Fujii Ct	end	Fujii Dr	0.06	\$ 2,273.61		
s84c	Sherry Rd	Sunnyridge Rd	Sherry s23a	0.16	\$ 5,803.50		
078	Robinson Rd	Orchard Ave	Franklin Rd	0.94	\$ 34,810.78		
080	Stamm Ln	Nampa City Limits	Robinson Rd	0.59	\$ 21,744.43		
083	Happy Valley Rd	Roberts Ln	Orchard Ave	0.12	\$ 4,613.31		
116	Robinson Rd	E Victory Rd	Orchard Ave	1.01	\$ 37,419.83		
118	Orchard Ave	Happy Valley Rd	end	0.77	\$ 28,509.68		
119	Airport Rd	Happy Valley Rd	Robinson Blvd	0.98	\$ 36,449.35		
120	Howard Ln	Happy Valley Rd	Pit Ln	0.48	\$ 17,764.05		
122	Happy Valley Rd	E Victory Rd	Roberts Ln	0.88	\$ 32,574.45		
124	Airport Rd	Nampa City Limits	Happy Valley Rd	0.13	\$ 4,648.47		
126	Oak St	end	Happy Valley Rd	0.12	\$ 4,521.89		
159	Robinson Rd	Amity Rd	E Victory Rd	1.01	\$ 37,377.64		
160	E Victory Rd	Happy Valley Rd	Robinson Blvd	0.97	\$ 36,076.63		
163	Happy Valley Rd	Nampa City Limits	E Victory Rd	0.31	\$ 11,519.20		
191	Amity Rd	Robinson Blvd	McDermott Rd	1.01	\$ 37,476.09		
194	Robinson Rd	Cruise Ln	Amity Rd	1.01	\$ 37,532.35		
195	Amity Rd	Happy Valley Rd	Robinson Blvd	0.96	\$ 35,725.00		
197	Cruse Ln	Cruse Ln 197A	Amity Rd	1.00	\$ 37,215.89		
224	Greenhurst Rd	Robinson Blvd	Locust Ln	0.84	\$ 31,062.47		
227	Robinson Blvd	Locust Ln	Cruse Ln	1.00	\$ 37,314.34		
242	S Powerline Rd	Locust Ln	Crestview Dr	0.62	\$ 23,115.77		
244	York Ave	end	S Powerline Rd	0.13	\$ 4,746.92		
263	Robinson Blvd	Lewis Ln	Locust Ln	1.00	\$ 37,244.02		
268	Locust Ln	Nampa City Limits	Happy Valley Rd	0.25	\$ 9,303.97		
276	S Powerline Rd	Lewis Ln	Locust Ln	1.00	\$ 37,244.02		
296	Dye Ln	Robinson Blvd	McDermott Rd	1.00	\$ 37,152.60		
298	Robinson Blvd	Deer Flat Rd	Lewis Ln	1.01	\$ 37,490.16		
310	S Powerline Rd	Deer Flat Rd	Lewis Ln	1.00	\$ 37,222.92		
333	Robinson Blvd	Kuna Rd	Deer Flat Rd	1.00	\$ 37,131.50		
345	S Powerline Rd	end	Deer Flat Rd	1.11	\$ 41,147.05		
351	Scism Rd	Lynwood Rd	Hwy 45	1.00	\$ 37,215.89		
355	Scism Rd	Dearborne Rd	Lynwood Rd	1.00	\$ 37,222.92		
359	Scism Rd	Rim Rd	Dearborne Rd	1.01	\$ 37,595.64		
369	Robinson Rd	Bennett Rd	Kuna Rd	1.01	\$ 37,476.09		
386	Missouri Ave	Lynwood Rd	Hwy. 45	1.00	\$ 37,194.79		
388	La Pine Rd	Bennett Rd	Missouri Ave	1.00	\$ 37,222.92		
390	Missouri Ave	Dearborne Rd	Lynwood Rd	1.00	\$ 37,222.92		
394	Missouri Ave	Rim Rd	Dearborne Rd	1.01	\$ 37,546.42		
406	Robinson Rd	Bowmont Rd	Bennett Rd	0.96	\$ 35,605.45		
426	La Pine Rd	Bowmont Rd	Bennett Rd	1.00	\$ 37,061.18		
120A	Joe Ln	Happy Valley Rd	Robinson Blvd	0.97	\$ 36,189.15		
197A	Cruse Ln	Cruse Ln 197	Robinson Blvd	0.49	\$ 18,375.87		
218Ax	Middleton Rd	Coyote Cove Rd	Greenhurst Rd	0.30	\$ 11,083.19		
218Bx	Coyote Cove Rd	end	Middleton Rd	0.26	\$ 9,704.82		
224A	Greenhurst Rd	Locust Ln	McDermott Rd	0.38	\$ 14,050.90		
474x	Stage Coach Rd	S Powerline Rd	South Side Blvd	1.00	\$ 37,208.86		
478x	Stage Coach Rd	Hwy 45	S Powerline Rd	1.00	\$ 37,229.95		
486x	Stage Coach Rd	Stage Coach Rd 490	Dry Lake Rd	0.48	\$ 17,820.31		
490x	Stage Coach Rd	Rim Rd	Stage Coach Rd 486	1.02	\$ 37,785.52		
B150	Missouri Ave	Sky Ranch Rd	Rim Rd	1.00	\$ 37,152.60		
B156	Missouri Ave	Missouri B162	Sky Ranch Rd	1.01	\$ 37,419.83		
B162	Missouri Ave	Farner Rd	Missouri B156	1.00	\$ 37,215.89		
B250x	Surrey Ln	Surrey B256	Sky Ranch Rd	1.00	\$ 37,131.50		
B256x	Surrey Ln	Surrey B262	Surrey B250	1.00	\$ 37,286.21		
B262x	Surrey Ln	Skyline Rd	Surrey B256	0.50	\$ 18,748.59		
s106a	3rd Ave	8th St	Bowmont Rd	0.51	\$ 18,896.28		
s106b	Main St	Track Rd	3rd Ave	0.11	\$ 4,177.29		
s106c	8th Ave	Track Rd	3rd Ave	0.11	\$ 4,057.74		
s108a	Starry Ln	Hwy 45	Verde Dr	0.49	\$ 18,186.00		
s108b	Verde Dr	Diamond Ridge Way	Bowmont Rd	0.44	\$ 16,238.00		
s79a	Diamond Ridge Rd	Verde Dr	Bowmont Rd	0.60	\$ 22,110.12		
s79b	Diamond Ct	Diamond Ridge Rd	end	0.09	\$ 3,452.95		
s79c	Gemstone Ct	Diamond Ridge Rd	end	0.08	\$ 3,016.93		
002	McDermott Rd	Cherry Ln	Ustick Rd	1.01	\$ 38,680.05		
037	McDermott Rd	Franklin Rd	Cherry Ln	1.01	\$ 38,498.97		
038	Cherry Ln	Star Rd	McDermott Rd	1.00	\$ 38,325.12		
041	Star Rd	Nampa City Limits	Cherry Ln	0.50	\$ 19,267.59		
042	Cherry Ln	Nampa City Limits	Star Rd	0.37	\$ 14,001.60		
074	McDermott Rd	I-84	Franklin Rd	0.51	\$ 19,528.36		
075	Franklin Rd	Nampa City Limits	McDermott Rd	0.75	\$ 28,539.21		
272	Locust Ln	S Powerline Rd	Nampa City Limits	0.68	\$ 26,040.22		
277	Locust Ln	Nampa City Limits	S Powerline Rd	0.75	\$ 28,742.03		
311	Lewis Ln	Hwy 45	S Powerline Rd	1.00	\$ 38,346.85		
324	Lake Shore Dr	Rim Rd	W Lewis Ln	0.77	\$ 29,473.62		
326	Lake Shore Dr	W Lewis Ln	Dearborne Rd	0.72	\$ 27,662.76		
361	Rim Rd	Missouri Ave	Deer Flat Rd	1.00	\$ 38,375.83		

397	Alamo Ln	Rim Rd	Dearborne Rd	1.01				\$ 38,571.40
398	Rim Rd	Rim Rd 435	Missouri Ave	1.00				\$ 38,412.04
435	Rim Rd	Richardson Rd	Rim Rd 398	1.00				\$ 38,078.85
464	Rim Rd	Stage Coach Rd	Richardson Ln	1.01				\$ 38,607.62
477	S Powerline Rd	Big Foot Rd	Stage Coach Rd	1.00				\$ 38,317.88
505	S Powerline Rd	Melmont Rd	Big Foot Rd	1.00				\$ 38,404.80
526	Can Ada Rd	McElroy Rd	Melmont Rd	0.99				\$ 37,825.32
527	Melmont Rd	Southside Blvd	S Can Ada Rd	1.00				\$ 38,390.31
577	Melba Rd	Southside Blvd	Can Ada Rd	1.00				\$ 38,339.61
603	Can Ada Rd	Butte Rd	Baseline Rd	1.02				\$ 39,150.88
624	Can Ada Rd	Glendale Rd	Butte Rd	1.26				\$ 48,038.60
643	Can Ada Rd	Warren Spur Rd	Glendale Rd	0.75				\$ 28,742.03
662	Can Ada Rd	Victory Ln	Warren Spur Rd	1.00				\$ 38,339.61
679	Can Ada Rd	end	Victory Ln	0.82				\$ 31,313.46
278x	Ruth Ln	Hwy 45	S Powerline Rd	1.00				\$ 38,339.61
506x	Big Foot Rd	Hwy 45	S Powerline Rd	1.00				\$ 38,317.88
510x	Big Foot Rd	Lynwood Rd	Hwy 45	1.00				\$ 38,361.34
514x	Big Foot Rd	Dearborne Rd	Lynwood Rd	1.01				\$ 38,542.43
518x	Big Foot Rd	Rim Rd	Dearborne Rd	1.00				\$ 38,216.47
581x	Randolph Ave	Melba City Limits	Melba Rd	0.44				\$ 16,949.69
B10	Lake Shore Dr	Pump Ln	Locust Ln	0.94				\$ 35,949.27
B11	Pump Rd	W Locust Ln	Lake Shore Dr	0.26				\$ 10,097.38
B12	W Locust Ln	Pump Rd	Lake Shore Dr	0.87				\$ 33,327.14
B16	Lake Shore Dr	Farner Rd	Pump Rd	1.07				\$ 41,019.69
B18	W Locust Ln	Farner Rd	Pump Rd	1.01				\$ 38,462.75
B20	Lake Shore Dr	Perch Rd	Farner Rd	1.20				\$ 45,974.21
B23	Perch Rd	W Locust Ln	Marsing Rd	0.98				\$ 37,615.26
B24	W Locust Ln	Perch Rd	Farner Rd	1.00				\$ 38,368.58
B246	Richardson Ln	Sky Ranch Rd	Rim Rd	1.00				\$ 38,404.80
B288	Stage Coach Rd	Sky Ranch Rd	Rim Rd	1.01				\$ 38,549.67
B294x	Stage Coach Rd	Pump Rd	Sky Ranch Rd	1.00				\$ 38,404.80
B300	Stage Coach Rd	Stage Coach B306	Pump Rd	1.00				\$ 38,281.66
B306	Stage Coach Rd	Skyline Rd	Stage Coach B300	0.50				\$ 19,021.31
B324	Big Foot Rd	Big Foot B330	Rim Rd	1.01				\$ 38,556.91
B330	Big Foot Rd	Pump Rd	Big Foot B324	1.00				\$ 38,390.31
B50	Lake Shore Dr	Locust Ln	Rim Rd	1.33				\$ 50,993.93
s109a	West River Rd	Locust Ln	West Rio Rd	0.45				\$ 17,130.77
s109b	Oak River Ln	End	West River Rd	0.18				\$ 6,895.77
s109c	Maple River Ct	West River Rd	end	0.11				\$ 4,273.64
s109d	West Rio Rd	End	West River Rd	0.13				\$ 5,048.69
020	Madison Rd	Cherry Ln	Ustick Rd	0.63				\$ 24,680.19
056	Madison Rd	Birch Ln	Cherry Ln	0.50				\$ 19,838.16
062	Cherry Ln	Middleton Rd	Nampa City Limits	0.87				\$ 34,147.89
067	Homedale Rd	Midway Rd	Caldwell Blvd	0.45				\$ 17,786.45
106	Flamingo Ave	Midway Rd	Nampa City Limits	0.30				\$ 11,914.83
182	Lone Star Rd	Midway Rd	Nampa City Limits	0.25				\$ 9,661.68
183	W Roosevelt Ave	Midway Rd	Nampa City Limits	0.28				\$ 11,183.68
219	Lake Lowell Ave	Midway Rd	Nampa City Limits	0.35				\$ 13,854.63
267	Happy Valley Rd	Lewis Ln	Locust Ln	0.98				\$ 38,788.49
302	Happy Valley Rd	Deer Flat Rd	Lewis Ln	1.03				\$ 40,377.63
318	Lynwood Rd	Deer Flat Rd	Lake Shore Dr	0.50				\$ 19,771.01
337	Happy Valley Rd	Kuna Rd	Deer Flat Rd	1.00				\$ 39,452.49
344	Track Rd	Kuna Rd	Deer Flat Rd	1.00				\$ 39,437.57
353	Lynwood Rd	Missouri Ave	Deer Flat Rd	1.00				\$ 39,474.88
354	Deer Flat Rd	Dearborne Rd	Lynwood Rd	1.00				\$ 39,556.95
358	Deer Flat Rd	Rim Rd	Dearborne Rd	1.01				\$ 39,952.37
373	Happy Valley Rd	Bennett Rd	Kuna Rd	1.00				\$ 39,445.03
389	Lynwood Rd	Bennett Rd	Missouri Ave	1.00				\$ 39,482.34
410	Happy Valley Rd	Bowmont Rd	Bennett Rd	1.00				\$ 39,445.03
427	Lynwood Rd	Bowmont Rd	Bennett Rd	1.00				\$ 39,467.42
456	Lynwood Rd	Lynwood Rd 485	Bowmont Rd	1.01				\$ 39,624.09
471	Rose Ln	Southside Blvd	S Can Ada Rd	1.00				\$ 39,280.90
476	Track Rd	Track 504	Stage Coach Rd	1.03				\$ 40,646.22
485	Lynwood Rd	Big Foot Rd	Lynwood 456	1.00				\$ 39,265.98
504	Track Rd	Melmont Rd	Track Rd 476	1.01				\$ 39,952.37
513	Lynwood Rd	Melmont Rd	Big Foot Rd	1.01				\$ 39,653.93
533	Track Rd	McElroy Rd	Melmont Rd	1.00				\$ 39,534.56
604	Baseline Rd	Randolph Ave	Can Ada Rd	0.75				\$ 29,544.61
605	Southside Blvd	Baseline Rd	Hove Rd	0.46				\$ 18,129.64
606	Southside Blvd	Butte Rd	Hove Rd	0.63				\$ 24,792.10
607	Canyon Rd	Butte Rd	Hove Rd	0.50				\$ 19,711.33
627	Southside Blvd	Glendale Rd	Butte Rd	1.25				\$ 49,397.69
628	Canyon Rd	Glendale Rd	Butte Rd	1.25				\$ 49,308.16
648	Canyon Rd	Warren Spur Rd	Glendale Rd	0.75				\$ 29,559.53
663	Warren Spur Rd	Canyon Rd	S Can Ada Rd	1.00				\$ 39,251.05
665	Canyon Rd	end	Warren Spur Rd	0.34				\$ 13,421.91
667	Warren Spur Rd	Sinker Rd	Canyon Rd	0.56				\$ 22,247.98
669	Sinker Rd	Sinker 685	Warren Spur Rd	1.28				\$ 50,486.96
680	Victory Ln	Victory Ln 682	S Can Ada Rd	0.88				\$ 34,520.93
682	Victory Ln	end	Victory Ln 680	0.68				\$ 26,716.98
685	Sinker Rd	end	Sinker 669	1.48				\$ 58,469.97
229x	Greenhurst Rd	Happy Valley Rd	Robinson Blvd	1.13				\$ 44,466.12
261x	Wright Ln	Robinson Blvd	McDermott Rd	1.00				\$ 39,303.28
299x	Lewis Ln	Happy Valley Rd	Robinson Rd	0.98				\$ 38,609.43
303x	Lewis Ln	Southside Blvd	Happy Valley Rd	1.01				\$ 39,668.86
420x	Lola Ln	Hwy 45	S Powerline Rd	0.96				\$ 37,960.34
626x	Map Rock Rd	Map Rock 623	Map Rock 633	1.05				\$ 41,548.97
B102	Deer Flat Rd	Sky Ranch Rd	Rim Rd	1.00				\$ 39,467.42
B108	Deer Flat Rd	Pump Rd	Sky Ranch Rd	1.00				\$ 39,579.33
B114	Deer Flat Rd	Farner Rd	Pump Rd	1.00				\$ 39,586.79
B159	Pump Rd	Deer Flat Rd	W Lewis Ln	1.00				\$ 39,489.80
B396x	Map Rock Rd	Pump Rd	Map Rock B406	1.66				\$ 65,236.88
B406x	Map Rock Rd	Map Rock B396	Map Rock 622	1.11				\$ 43,742.43
s110a	Roy Dr	End	Wright Ln	0.34				\$ 13,578.58
s110b	Audrey Ln	McDermott Rd	Roy Dr	0.13				\$ 5,155.38
s39a	Angela Ave	Diane St	end	0.11				\$ 4,491.38
s39b	Diane St	Monica Ave	Wright Ln	0.27				\$ 10,773.34
s39c	Melissa Ave	Diane St	end	0.10				\$ 3,946.74