



**ENVIRONMENTAL SCAN
FOR THE
SH-45 REALIGNMENT CONCEPT PROJECT
NAMPA, IDAHO
TASK ORDER: 01812021**

Prepared for:



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&
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**ENVIRONMENTAL SCAN
FOR THE
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INTRODUCTION

The City of Nampa is proposing a roadway expansion and partial realignment along State Highway 45 (SH-45), within Downtown Nampa to meet the increase in traffic demands. The proposed project is identified as Alternative 1A in the *Downtown Traffic Alternative Analysis* that was completed in 2010 by URS (URS, 2010); for the purposes of this Environmental Scan, Alternative 1A is further identified as the “SH-45 Realignment.” The 2010 traffic analysis will be referenced to support findings of this Environmental Scan.

Based on travel demand forecasts for Downtown Nampa, roadway expansion is needed on the project corridor. This Environmental Scan will describe the existing environmental conditions in the project vicinity (Figure 1) and identify potential impacts. The Environmental Scan requires completion of the Idaho Transportation Department (ITD) Conceptual Environmental Evaluation Form (ITD-651). However, it should be noted that ITD-651 is now obsolete and has been replaced by Feasibility Study ITD-0280 (Appendix A).

This project is not currently funded and is in the initial environmental study process. Conceptual designs have not been completed. Should the development and possible construction of the project involve federal funds, an environmental study satisfying the requirements of the National Environmental Policy Act (NEPA) will be required. Based on potential impacts that may result from the SH-45 Realignment, this Environmental Scan will help identify the suitable required NEPA documentation (i.e. environmental impact study, environmental assessment, or categorical exclusion).

PROJECT LOCATION

The SH-45 Realignment consists of approximately 1.0 mile of roadway expansion and realignment situated within and adjacent to the existing right-of-way in Canyon County and located within portions of Sections 21, 22 and 27, Township 3 N Range 2 W. Land use adjacent to the project corridor is a mix of residential, commercial, and municipal.

The project corridor spans from the intersection of 12th Avenue South (SH-45) and 7th Street South, traveling northwest along 7th Street, then north along North Yale Street, and connecting to Northside Boulevard (Figure 2). The proposed project would increase the current roadway from two lanes to five lanes, including landscaped median to control access. The project would require expansion of the current right-of-way width from 50 to 60 feet to approximately 100 feet, with a

partial realignment at the intersection of 12th Avenue South and 7th Street South. It is not known at this time whether the expanded right-of-way width would extend equally from the existing roadway centerline. The actual alignment will be defined by the approved ITD Concept Report.

METHODS

Data collection for this Environmental Scan was comprised of a Geographic Information Systems (GIS) desktop assessment and regulatory agency database review for the length of the project corridor with a resource-appropriate buffer extending in both directions from the existing roadway centerline. No field surveys or wetland delineation was performed. Tasks specifically performed by URS for this Environmental Scan included the following:

- Archaeological Resources and Historic Sites – performed a records search at the Idaho State Historic Preservation Office (SHPO) to obtain existing records of cultural sites or historic properties classified as greater than 50 years old and located within the 0.5-mile radius of the project corridor (Area of Potential Effect (APE)).
- Fish and Wildlife – identification of potential special status fish and wildlife species that have been listed as threatened or endangered by the US Fish and Wildlife Service (USFWS) and are on the Idaho Department of Fish and Game (IDFG) list of Idaho Species of Greatest Conservation Need (GCN) (IDFG, 2005). Obtained records for special status fish and wildlife species were queried up to 10.0 miles of the project corridor.
- Special Status Plants – identification of special status plants, defined as species that are listed as threatened or endangered by the USFWS and that are on the Idaho Rare Plant List (Idaho Native Plant Society, 2011). Obtained records for special status plant species were queried up to 10.0 miles of the project corridor.
- Water Resources – reviewed the National Wetland Inventory and U.S. Geological Survey National Hydrography Dataset for identification of the potential presence of wetlands or other water bodies/features within or near the project corridor. No consultation with the US Army Corp of Engineers (USACE) was performed for this task.
- Noise – identification, through review of aerial photographs and on-line Canyon County data sources, of residences and/or businesses located along the project corridor and in adjoining neighborhoods and having potential to be defined by the Federal Highway Administration (FHWA) as noise receptors. The project if federally funded would
- Environmental Justice – review on-line Canyon County Assessor’s data and Idaho Census data for identification of low-rent properties and/or low-income households that

may potentially be impacted by the project. Demographic data was queried within 0.25 mile of the project of the project corridor.

- Air Quality – review of State and Federal air quality policy and guidelines and information regarding the status of air quality in the Treasure Valley (Ada and Canyon counties), which defines the air shed of the project.
- Hazardous Materials – review of county, state, and federal regulatory agency databases for known or potential hazardous waste sites and landfills, and sites currently under investigation for environmental violations located within the ASTM (American Society for Testing and Materials) guidance for specified search distance of the project corridor.

The collected data was summarized into this Environmental Scan, which includes maps to display the project corridor and nearby areas of potential environmental resource issues. The collected information was also used to complete the attached ITD Form 0280 (Appendix A).

RESULTS

General Overview of Corridor

The project corridor consists of urban space that has been altered from natural conditions through municipal infrastructure, residential and commercial development. The first two blocks of the corridor, beginning to the south at the intersection of 12th Avenue South and 7th Street South, consists of commercial retail businesses, offices and a church. Traveling along the corridor to the northwest and north, the majority of development consists of single-family residences and apartment complexes interspersed with churches and small business offices, with restaurants, a commercial strip mall and additional residential properties at the northern terminus of the project. Sidewalks bordered by adjacent ornamental landscaping line both sides of the street along the full length of the project corridor. Landscaping consists primarily of propagated ornamental species, with Kentucky bluegrass lawns and mature landscape trees being the dominant vegetation.

Archaeological Resources and Historic Sites

A record search was performed of the Idaho SHPO data regarding previous archaeological and cultural resource surveys and sites located within 0.5 miles from the proposed project corridor, or the APE (Figure 3). Results yielded records on five cultural resource survey projects (conducted from 1989 through 2006) and 90 addresses associated with Idaho Historic Survey Inventory (IHSI) identification numbers.

Of the five previous cultural resource survey project records, one was irretrievable from the SHPO data. The other four surveys did not identify and record historic and prehistoric sites that

were not already accounted for by the 90 IHSI addresses (ITD 1990, ITD 2000, Miss 1996, Stettler 2006). A summary (by project name) of the results of each of the four surveys is as follows:

- In 1996, Northwest Archaeological Associates, Inc. (NWAA) performed a cultural resource survey as part of the installation of the Idaho segment of a proposed fiber optic cable from Seattle, Washington to Salt Lake City, Utah. The project yielded 36 historic archaeological sites, 8 prehistoric archaeological sites, and 2 multi-component sites.
- In 1990, under the direction of J. Gaston, ITD performed a windshield survey for the proposed SH-45 and Lake Lowell Intersection Widening project. The survey yielded no identification of cultural resources.
- Between 1999 and 2000, ITD performed cultural resource surveys for the proposed 11th Avenue Union Pacific Railroad Underpass project in Nampa, Idaho. This survey yielded no previously unrecorded resources, though the report does note that the underpass is within close proximity of the Downtown Nampa Historic District.
- In 2006, SWCA Environmental Consultants, Inc. (SWCA) conducted a cultural resources survey as part of the proposed construction of telecommunications tower ID4 at Exit 38 in Nampa, Idaho (approximately 3.5 miles northeast of the project corridor). This survey yielded no previously unrecorded resources, though the report does note proximity of the Nampa Historic District and 12 historic properties listed on the National Registry of Historic Places.

None of these four surveys resulted in locating or identifying cultural resources or sites of historic importance that are within the proposed project APE. No archaeological resources or sites of historic significance within close proximity to the proposed road-widening were identified as “at risk of impact” by the proposed project.

Aside from the cultural resource surveys described above, an IHSI record search revealed 90 property addresses located within 0.5 miles of the project corridor that lie within the boundaries of the Old Nampa Historic Neighborhood, which is generally defined as north of 7th Street South and spanning from east to west between 11th Avenue South and 5th Avenue South (Figure 4). These 90 properties were registered with the IHSI as part of a reconnaissance survey conducted in 2006 and 2008. Many of these resources were eventually listed in the National Register of Historic Places through the Old Nampa Neighborhood Historic District nomination. Of the 90 properties, at least 54 are located in an area proposed to have a direct effect from the proposed road-widening project and could be considered a contributing factor to listing eligibility. A list of the 90 properties is attached as Appendix B

As currently proposed, the anticipated extent of right-of-way acquisition required for project design would potentially result in the “constructive use” of Section 4(f) properties (i.e. significant historic sites). These properties include contributing resources within the Old Nampa Neighborhood National Register Historic District that are situated along or near 7th Street S. Similarly, due to the extent of right-of-way acquisition, there is a potential for “adverse effects” to historic properties to occur (as defined within Section 106 of the NHPA as codified in 36 CFR 800). The proposed project has the potential to directly and indirectly affect properties through property acquisition and permanent incorporation into the transportation facility.

Consistent with FHWA guidance, Section 4(f) would apply to the historic district’s contributing resources (and potentially other contributing elements of the historic district situated in the Project area) in addition to other resources situated outside of the historic district and within the project area that are either individually listed in or potentially eligible for the NRHP. Due to the potential for adverse effects as well as the constructive use of Section 4(f) properties from the proposed Project, coordination with the Idaho SHPO during the environmental review process needs to occur to satisfy the requirements of Section 4(f), NEPA, and Section 106 of the NHPA concurrently. Coordination would be particularly important during the alternatives evaluation and selection phases of the roadway project.

Wildlife/Fish and Threatened and Endangered Species

Review of the IDFG data resulted in identification of 57 wildlife species with historic and/or recent locations recorded within 10.0 miles of the project corridor. Twenty-four of these species are on the list of Idaho GCN and two of these are candidates for federal listing (Table 1; IFWIS, 2012). Within 1.0 mile of the project corridor, 17 species were identified through data analysis. Of which three, merlin, Piute ground squirrel, and Townsend’s pocket gopher, are on Idaho GCN list; none are federally listed Idaho Fish and Wildlife Information System (IFWIS, 2012).

Twenty-four fish species have been recorded within 10.0 miles of the project corridor, in the Boise River and Indian Creek; only one of these species, the Inland redband trout (also known as the Columbia River redband trout), is on the Idaho GCN list. This species has been recorded in Indian Creek to the east, within 1.0 mile of the project corridor. No existent special status plant species have been recorded within 1.0 mile of the project corridor.

The following discussion is limited to Idaho GCN that have been recorded either recently (since 1988) or historically (prior to 1988), within 1.0 or 10.0 miles of the project corridor, or are candidate species.

Table 1 Special Status Species Within 10-mile of the Project Corridor

Species	Status ¹	Distance from Project Corridor	Type of Observation ²
Birds			
Western Grebe (<i>Aechmophorus occidentalis</i>)	GCN	Within 10.0 miles	Recent
Clark's Grebe (<i>Aechmophorus clarkia</i>)	GCN	Within 10.0 miles	Recent
Great Egret (<i>Ardea alba</i>)	GCN	Within 10.0 miles	Recent
Western Burrowing Owl (<i>Athene cunicularia</i>)	GCN	Within 10.0 miles	Recent
Cattle Egret (<i>Bubulcus ibis</i>)	GCN	Within 10.0 miles	Recent
Yellow-billed Cuckoo (<i>Coccyzus americanus</i>)	Candidate; GCN	Within 10.0 miles	Historic
Merlin (<i>Falco columbarius</i>)	GCN	Within 1.0 mile	Historic
Peregrine Falcon (<i>Falco peregrinus anatum</i>)	GCN	Within 10.0 miles	Recent
Common Loon (<i>Gavia immer</i>)	GCN	Within 10.0 miles	Historic
Bald Eagle (<i>Haliaeetus leucocephalus</i>)	GCN	Within 10.0 miles	Recent
California Gull (<i>Larus californicus</i>)	GCN	Within 10.0 miles	Recent
Franklin's Gull (<i>Larus pipixcan</i>)	GCN	Within 10.0 miles	Recent
Black-crowned Night-Heron (<i>Nycticorax nycticorax</i>)	GCN	Within 10.0 miles	Recent
American white pelican (<i>Pelecanus erythrorhynchos</i>)	GCN	Within 10.0 miles	Recent
Caspian Tern (<i>Sterna caspia</i>)	GCN	Within 10.0 miles	Recent
Mammals			
Pygmy rabbit (<i>Brachylagus idahoensis</i>)	GCN	Within 10.0 miles	Historic
North American Wolverine (<i>Gulo gulo</i>)	Candidate; GNC	Within 10.0 miles	Historic
Merriam's Shrew (<i>Sorex merriami</i>)	GCN	Within 10.0 miles	Historic
Piute Ground Squirrel (<i>Spermophilus mollis</i>)	GCN	Within 1.0 mile	Historic

Species	Status ¹	Distance from Project Corridor	Type of Observation ²
Townsend's Pocket Gopher (<i>Thomomys townsendii</i>)	GCN	Within 1.0 mile	Historic
Amphibians			
Woodhouse's Toad (<i>Bufo woodhousii</i>)	GCN	Within 10.0 miles	Recent
Northern Leopard Frog (<i>Rana pipiens</i>)	GCN	Within 10.0 miles	Historic
Reptiles			
Ground Snake (<i>Sonora semiannulata</i>)	GCN	Within 10.0 miles	Recent
Fish			
Columbia River Redband Trout (<i>Oncorhynchus mykiss</i>)	GCN	Within 1.0 mile	Recent
¹ GCN = on the list of Idaho Species of Greatest Conservation Need (IDFG, 2005) ¹ Historic = >25 years ago; Recent = since 1988			

The GIS desktop assessment resulted in no known locations of fish and wildlife species listed as threatened, endangered, or candidate by the USFWS within 1.0 mile of the project corridor. Additionally, the assessment resulted in no known locations of fish and wildlife species listed as threatened or endangered by the USFWS within 10.0 miles of the project corridor.

Two locations of candidate species (the yellow-billed cuckoo and North American wolverine) were identified within 10.0 miles of the project corridor, but these observations were historic, 1978 and 1954, respectively. The yellow-billed cuckoo uses large tracts of willow and cottonwood dominated riparian habitats, and the wolverine uses large tracts of alpine coniferous forests. These habitats no longer occur within or adjacent to the project corridor, therefore, the project poses no concerns for these species.

The GIS desktop assessment resulted in two recent locations of the Inland redband trout, an Idaho GCN, in Indian Creek, within 1.0 mile of the project corridor. Inland redband trout are found in a range of stream habitats from desert areas in southwestern Idaho to forested mountain streams in central and northern Idaho. The proposed project does not cross Indian Creek, any other rivers, streams, or creeks and would not impact water quality or flow to the immediate area of Indian Creek. Therefore, the project poses no risk to the Inland redband trout.

The GIS desktop assessment resulted in three historic locations of a special status wildlife species, Townsend's pocket gopher, within 1.0 mile of the project corridor (IFWIS, 2012). This species is on the Idaho GCN (IDFG, 2005). Records of the Townsend's pocket gopher were historic, from 1913 and 1969. Additional observations have been made within 10.0 miles of the

project corridor; all of them historic. This species inhabits irrigated farmland. Since the project corridor consists of urban space with residential and commercial development, this species is not expected to occur in the vicinity of the project corridor.

Two special status species typically associated with shrub and grassland habitats, the Western burrowing owl and Piute ground squirrel, have been recorded within 10.0 miles of the project corridor (IFWIS, 2012). Some of the Piute ground squirrel records were within 1.0 mile of the project corridor; however, the observations were historic (1910-1911). The Western burrowing owl record was from 1994 and approximately 2.5 miles south of the project corridor, in an open field adjacent to an urban area. The Western burrowing owl uses open, well drained grasslands, prairies, and steppes with natural burrows. It is often found in sagebrush habitats in southern Idaho. The Piute ground squirrel typically inhabits sagebrush, shadscale, winterfat, and greasewood shrub communities. Habitat for these species is not present along the project corridor. Therefore, the proposed road expansion is not expected to pose risk to these species.

The GIS desktop assessment resulted in several recent known locations of special status birds within 10 miles of the project corridor. One location of a historic special status bird species, the merlin, was recorded within 1 mile of the project corridor. The merlin record was from 1986, adjacent to Indian Creek and east of the project corridor (IFWIS, 2012). An additional merlin record from 1988 was recorded 10 miles northwest of the project corridor along the Boise River.

The recent observations of special status birds within 10 miles of the project corridor included the American white pelican, bald eagle, black-crowned night-heron, California gull, Caspian tern, cattle egret, Clark's grebe, Franklin's gull, and western grebe (IFWIS, 2012). These birds use habitats associated with water such as marshes, streams, rivers, lakes, bays, and ponds. Franklin's gulls, along with great egrets and cattle egrets, also use irrigated fields. California gulls and cattle egrets are often found near garbage dumps and in cities. Observations of the majority of the aforementioned species were recorded at Lake Lowell (located approximately 3.5 miles southwest of the project corridor); a few additional observations were made at the Wilson Springs Pond (approximately 3.0 miles southeast of the project corridor). Given the lack (or absence) of water and irrigated fields along the project corridor, these species, with the exception of the California gull, are not anticipated to inhabit the roadway areas proposed for expansion. In addition to Lake Lowell and Wilson Springs Pond, Indian Creek is located about 0.5 miles east of the corridor. Incidental fly-over of the project site by some of these species is possible. The California gull likely occurs near dumpsters at the southern portion of the project corridor, associated with the larger business developments. Overall, given the lack of habitat for the aforementioned special status bird species along the project corridor and lack of nesting sites for the bald eagle within 0.5 miles of the corridor, impacts to these species are anticipated to be negligible with implementation of this project. It is possible that California gulls, if present along

the project corridor, could be temporarily disturbed by construction activities. However, no long-term impacts are anticipated.

The data review also identified a recent location of a peregrine falcon nest approximately 1.5 miles north of the project corridor, within 1.0 mile of Indian Creek. The nest is located on property owned by the Amalgamated Sugar Company and is monitored regularly. Peregrine falcon nest sites in Idaho are located in both mountain and desert regions, and are generally associated with water bodies. Given the proximity of Indian Creek and project corridor, it is likely that flyovers of this species may occur during foraging. However, since the existing raptor nest is greater than 1.0 mile from the project corridor, no impacts from the proposed project are anticipated. Flight between Amalgamated Sugar and Indian Creek (to the north and east) would not involve the project corridor.

One special status reptile, the ground snake, was recorded in 2003 within 10.0 miles of the project corridor. The record was identified north of the Boise River, in a field nearby a rural housing development. This snake uses arid habitats usually having loose or sandy soil, ranging from rocky areas (talus slopes, canyon rims, and outcroppings) to low desert shrub areas. Given the urban nature of the project corridor, suitable habitat is not present and impacts to this species from the proposed road expansion are not anticipated.

One special status amphibian, Woodhouse's toad, has recently been recorded within 10.0 miles of the project corridor. Observations were made on tributaries to the Boise River. This toad is typically found in habitats such as prairies, agricultural areas, and brushy flats often associated with a water source. The water source may vary from irrigation ditches, ponds, and small lakes to backwaters of the Snake River. Although water is generally available outside the project corridor, their foraging range may vary greatly from the water source where they mate and lay eggs. Breeding habitat for this species is not present along the project corridor. However, it is possible that this species could move through the project corridor outside of the breeding season and be impacted from the proposed project.

Water Resources

No wetlands were identified within 0.5 miles of the project corridor through the GIS query of the National Wetland Inventory (USFWS, 2011). The closest wetland is 0.7 mile distance from the project corridor. Therefore, the proposed project does not pose a risk of impact to wetland features.

No water features (streams, canals, ditches, drains, etc.) cross, pass underneath, or flow parallel to the project corridor (USGS, 2010). However, three water features were identified within 0.5 miles of the project corridor through the National Hydrography Data GIS query (USGS, 2010).

The Phyllis Canal, at its closest point, is located approximately 600 feet to the north of the northern terminus of the corridor. This meandering canal is also located approximately 3,200 feet west of the project corridor. The Elijah Drain intersects the Phyllis Canal, at approximately 3,300 feet to the southwest of the project corridor. Indian Creek, at its closest point, is located approximately 3,000 feet to the east of the project corridor. No impacts to the three water features are anticipated from the proposed project, as long as the project does not extend beyond 0.5 miles to the north of the intersection of North Yale Street and 3rd Street South.

Noise

As previously described, development along both sides of the project corridor generally consists of commercial retail and business offices at both the north and south termini, with single-family residences, churches, and apartment complexes throughout the majority of the corridor. Information provided in the 2010 traffic analysis shows that the project corridor receives between 12,000 to 21,000 vehicles per day; the corridor is an established route, classified as a minor arterial connecting Downtown Nampa to the rest of the city, and is acting as a barrier to the bordering neighborhoods. While noise levels will increase during project construction activities, noise levels may also increase as a result of the current 2-lane roadway proposed for a 5-lane expansion.

Noise-sensitive receptors are defined by the Federal Highway Administration (FHWA) as those locations or areas where dwelling units or other fixed, developed sites of frequent human use occur. They are usually within 1,000 feet of the highway right-of-way and between the project termini (FHWA Noise Abatement Criteria (NAC), 2003). Therefore, several residential properties, along with scattered commercial retail businesses and churches located along both sides of the project corridor would be impacted by the project. Because the SH-45 Realignment uses existing roadway that is currently identified as a minor arterial, modifying the roadway to a principal arterial is considered to have a medium impact to existing neighborhoods (URS, 2010). However, the ITD Noise Policy will need to be implemented to determine project noise impacts based on traffic volume, speeds, and distance from the roadway center line.

Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, directs Federal agencies to identify and address disproportionately high and adverse human health and environmental effects, including the interrelated social and economic effects of their programs, policies and activities on minority and low-income populations.

Populations below poverty level in 2010 were reviewed from census data within a 0.25-mile radius from the project corridor. The percent of the population below poverty level in this area ranged from less than 10 percent (about one-third the area) to 30 to 40 percent (about one-third

the area). The percent of the population below poverty level in the remaining one-third area ranged between 20 to 30 percent. All three of these poverty percentage classes reside immediately adjacent to the project corridor.

Populations with minority status in 2010 were reviewed from census data within a 0.25-mile radius from the project corridor. The percentage of minority populations in this area was measured among five percentage classes, ranging from less than 10 percent to more than 40 percent (Table 2). All five minority percentage classes reside immediately adjacent to various segments of the project corridor. The majority of the population was recorded between 10 and 30 percent minorities. Immediately adjacent to the project corridor, the minority percentage classes consisted of those between 20 to 30 percent (dominant) and 30 to 40 percent.

Table 2 Percentage of Minority Populations Identified Within 0.5-Mile of the Project Corridor.

Minority Population Percentage Classes	Area within 0.5 Mile of the Project Corridor (approximate %)
0-10% minority	5% area
10-20% minority	30% area
20-30% minority	35% area
30-40% minority	15% area
40-100 % minority	15 % area

Data Source: NEPAAssist (<http://nepassisttool.epa.gov/nepassist>); U.S. Census Data 2010.

The percentage of rental units recorded within 0.25-miles of the project corridor ranged from 30 to 40 percent, in areas between 7th Avenue South and continuing to the northwest (to West Orchard Avenue) to as high as 50 to 100 percent in areas between 7th Avenue South and continuing to the southeast (to 20th Avenue South, and most areas to the north of East 3rd Street South). Locations immediately adjacent to the project corridor, ranged from 30 to between 50 and 100 percent rental units (Table 3).

Table 3 Percentage of Rental Units Identified Within 0.5-Mile of the Project Corridor.

Rental Units Percentage Classes	Area within 0.5 Mile of the Project Corridor (approximate %)
0-10% rental units	0% area
15-30% rental units	5% area
30-40% rental units	35% area
40-50% rental units	10% area
50-100% rental units	50% area

Data Source: NEPAAssist (<http://nepassisttool.epa.gov/nepassist>); U.S. Census Data 2010.

Based on the presence of low-income and minority populations adjacent to the project corridor, there is potential for these populations to be affected, generally related to noise and associated effects of increased traffic. In addition, the proposed road project would result in encroachment on residences and displacement of residents who currently live adjacent to the existing roadway. However, the proposed roadway expansion would occur on a regularly traveled corridor that is classified as a minor arterial. It is unlikely that the project would have a disproportionately high adverse impact on minority or low income populations per Executive Order 12898, based on the existing conditions of the project area and the negligible change of that baseline condition.

Air Quality

The U.S. Environmental Protection Agency (EPA) establishes regulatory requirements for air quality including ambient air quality standards. The Idaho Department of Environmental Quality (IDEQ) implements EPA's regulations, enforces them, develops air quality plans (often referred to as state implementation plans (SIPs) and maintenance plans), and monitors air quality statewide. Under the Clean Air Act (CAA), the EPA has established National Ambient Air Quality Standards (NAAQS), which specify maximum concentrations for each of seven criteria pollutants:

- Carbon Monoxide (CO)
- Coarse Particulate Matter -10 micrometer in diameter and below (PM10)
- Fine Particulate Matter – 2.5 micrometers in diameter and below (PM2.5)
- Ozone (O₃)
- Sulfur Dioxide (SO₂)
- Lead (Pb)
- Nitrogen Dioxide (NO₂)

In addition to the requirements established for criteria pollutants, the EPA has identified several mobile source air toxic (MSAT) and greenhouse gas (GHG) pollutants. Twenty-one pollutants have been identified by the EPA as MSATs. The list includes six prioritized pollutants that are known or suspected carcinogens: benzene, acrolein, formaldehyde, 1,3 butadiene, acetaldehyde, and diesel soot (i.e. particulate matter). GHGs include carbon dioxide, methane, and ammonia and are believed to contribute to climate change. The EPA has yet to establish ambient air quality standards for MSATs or GHGs and, as a result, there are no EPA-required SIPs or maintenance plans for them. However, it may be necessary for the SH-45 Realignment project to demonstrate how it would impact MSAT and GHG emissions in Canyon County.

IDEQ implements and enforces the NAAQS through development of SIPs and maintenance plans to ensure air quality standards are not violated. Jurisdictions not meeting the NAAQS are known as nonattainment areas. To date Canyon County has not violated any of the NAAQS. Therefore the proposed project is not currently located in either a designated nonattainment or maintenance area and not subject to the requirements of any SIPs/maintenance plans.

On March 27, 2008, the EPA lowered the 8-hour ozone (O₃) standard to 75 parts per billion (0.075 parts per million). This action did not result in either Ada or Canyon counties being designated as a nonattainment area for O₃. However, ambient concentrations above the standard have been recorded in both Ada and Canyon counties since it was lowered. This has caused IDEQ to list the Treasure Valley (Ada and Canyon counties) as an area of concern for O₃. Thus

the attainment status of Canyon County should be verified prior to project programming and construction.

Vehicle emissions' testing is required by Idaho law in areas of the state where air quality is compromised and motor vehicle emissions constitute one of the top two contributing sources to the air pollution. The Treasure Valley airshed is the only area of the State that currently meets the criteria specified in the law. Therefore, vehicles in Canyon County are subject to an emissions' testing program currently administered by IDEQ. This program could help prevent future NAAQS violations in Canyon County.

Transportation improvement programs (TIPs) and regional long-range transportation plans produced by metropolitan planning organizations (i.e. COMPASS) in nonattainment or maintenance areas must demonstrate their compliance to NAAQS via emissions analyses. The process of determining that a transportation project, program, or regional long-range transportation plan meets the NAAQS is referred to as air quality "conformity." Most federally funded or locally-funded, regionally significant transportation projects in nonattainment and/or maintenance areas are required to be included in a TIP and regional plan before "regional" conformity is demonstrated and a project-specific NEPA document approved.

The proposed realignment of SH-45 meets the definition of a "regionally significant" project, but would not be subject to regional "conformity" because it is located in Canyon County which is neither a nonattainment area nor a maintenance area.

"Project-level" conformity is required as part of NEPA if the project receives federal funding, regardless of where it is located. A "project-level" analysis demonstrates that the project would not cause or contribute to a violation of the NAAQS. A federally-funded SH-45 realignment project would be subject to these requirements.

During construction, IDEQ requires that all reasonable precautions be taken to prevent particulate matter from becoming airborne. Control measures (i.e. best management practices or "BMPs") for fugitive dust emissions include:

- Spraying disturbed on-site soil with water as necessary.
- Wetting materials hauled in trucks, providing adequate freeboard (space from the top of the material to the top of the truck), or covering loads to reduce emission during material transportation/handling.
- Providing wheel washers at site accesses to prevent track-out onto adjacent roadways.
- Removing tracked-out materials deposited onto adjacent roadways.
- Wetting or covering material stockpiles to prevent wind-blown emissions.

- Establishing vegetative cover on bare ground as soon as possible after it is disturbed.

Temporary particulate matter (i.e., dust) emissions increases associated with construction should be mitigated and controlled using BMPs. Mitigation for construction-related non-particulate pollutants (like CO, VOCs, and NO_x) is not generally required by IDEQ.

Hazardous Materials

URS conducted a review of applicable regulatory agency documents and lists of known or potential hazardous waste sites or landfills, and properties or facilities currently under investigation for potential environmental violations to identify operations located within the general vicinity of the project corridor. Environmental Data Resources, Inc. (EDR) of Milford, Connecticut provided this information from a computerized database search. Using the Albertsons Store location at 715 12th Avenue South for the centralized location (target property), the database specifically generated the listings for recorded sites located within 1.0 mile distance from the target property. A full listing of agency databases can be found in the attached EDR Database Report (Appendix C).

Based on review of the topographic map, groundwater likely flows to the west-northwest, toward the Phyllis Canal, a meandering feature located approximately 600 feet to the north and 3,000 feet to the west of the northern terminus of the project corridor. Shallow groundwater recorded in locations within 660 feet of the project corridor was measured at 15 to 20 feet below ground surface (bgs). Therefore, locations to the east-southeast are generally considered up-gradient of the project corridor.

The database report identified the following two listings that were on the project corridor. The Nampa Commercial Site (Walgreens), at 12th Avenue South and 7th Street South, was listed on the Underground Injection Wells Database. This database reports deep and shallow underground injection well locations. No violations associated with the listing were reported on the database report. Chief Automotive, at 704 12th Avenue South, was listed on the LUST (leaking underground storage tank), UST (underground storage tank), ALLSITES (Idaho's remediation database is a compilation of data on all the state and delegated federal remediation programs operated by the DEQ) and SPILLS (A listing of hazardous materials spills, releases or accidents as reported to the State of Idaho's central Communications Center) databases. The listings are associated with a gasoline release that occurred during May 1991 and received clean up status in March 1994. No attached deed restrictions were noted on the database.

Jackson's Food Store #58, at 805 11th Avenue North, was listed on the LUST database for a release reported during February 2007 with no cleanup date reported. The site is located west of the project corridor and is not considered potentially up-gradient of the project corridor.

Tom Scott Honda, at 603 11th Avenue North, was listed on the RCRA-CESQG (conditionally exempt small-quantity generator), FINDS (Facility Index System/Facility Registry System contains both facility information and 'pointers' to other sources that contain more detail), ALLSITES, and SPILLS database. No violations were found for the RCRA-CESQG listing. A petroleum spill was reported on March 1, 1992 and closed on the same date.

Stinker Station #48, at 524 12th Avenue, was listed on the TIER 2 (listing of facilities that submit a chemical inventory report to the Bureau of Homeland Security) and SPILLS databases. A petroleum spill was reported on June 24, 2003 with no reported close date. The site is located northeast of the project corridor and considered potentially cross-gradient.

Based on the nature of the database listing and distance from the project corridor, no other sites were identified located adjacent or potentially up-gradient of the project corridor. Based on a review of the database report, those sites listed on the State and Federal regulatory databases located within 0.5-mile distance from the project do not likely represent potential environmental impact to the project corridor.

Phase I Environmental Site Assessments (ESAs) should be conducted for buildings that will be acquired for the right-of-way expansion. In addition, the project corridor coincides with the Old Nampa Historic Neighborhood (along 7th Street South) and it is likely that lead-based paint and asbestos building materials may be present in several structures.

CONCLUSIONS / RECOMMENDATIONS

Findings from the GIS desktop assessment and regulatory agency database review that was conducted for the proposed SH-45 Realignment project revealed the following:

- Archaeological Resources and Historic Sites – A preliminary background investigation was conducted at the SHPO on the proposed SH-45 project. Five previous cultural resource surveys were identified as being conducted within and in close proximity (0.5 miles) of the project APE. No archaeological resources were recorded during these investigations.
- Built Environment- Ninety previously recorded historic built environment resources are located within the Project study area and 54 are located in an area that could be directly affected by the project. The proposed project corridor extends through the Old Nampa

Neighborhood Historic District which is listed in the National Register of Historic Places (NRHP). Contributing resources located within the historic district would be potentially affected, directly and indirectly, by the proposed road expansion. It is recommended an intensive cultural resource survey be conducted to locate and evaluate any new potential historic properties (built environment), reassess previously recorded built environment resources within the project APE, and assess the potential for project effects. If adverse effects to historic properties/sites can be avoided and/or minimized through design modifications, a “no adverse effect” finding could be possible for the project under Section 106 of the NHPA. Similarly, design modifications could help avoid a constructive use of a historic site and thus reach a de minimus impact level under Section 4(f).

- Wildlife/Fish and Threatened and Endangered Species – No known locations of fish and wildlife species listed by the USFWS as threatened, endangered, or candidate were identified within 1.0 mile of the project corridor. In addition, the data review identified no known locations of fish and wildlife species listed as threatened or endangered by the USFWS within 10.0 miles of the project corridor. Two locations of federal candidate species (the yellow-billed cuckoo and North American wolverine) were identified within 10 miles of the project corridor, but these observations were historic, 1978 and 1954, respectively. In addition, their typical habitats do not occur within or adjacent to the project corridor, therefore, the project poses no concerns for these species.

Recent observations of special status birds within 10.0 miles of the project corridor included the American white pelican, bald eagle, black-crowned night-heron, California gull, Caspian tern, cattle egret, Clark’s grebe, Franklin’s gull, and western grebe (IFWIS, 2012). Observations of the majority of the aforementioned species were recorded at Lake Lowell; a few additional observations were made at Wilson Springs Pond. Given the lack of water and irrigated fields along the project corridor, these species, with the exception of the California gull, are not anticipated to inhabit the roadway area proposed for expansion. The California gull likely occurs near trash dumpsters at the southern portion of the project corridor. It is possible that California gulls, if present along the project corridor, could be temporarily disturbed by construction activities. Due to proximity of Indian Creek, Wilson Springs Pond, and Lake Lowell, incidental bird flyovers of the project area by some of these species are possible. Overall, no impacts to these species are anticipated from the proposed project.

A peregrine falcon nest has been recorded about 1.5 miles north of the project corridor and it is likely that flyovers of this species during foraging may occur. However, since

the sited nest is greater than 1.0 mile from the project corridor, no impacts from the proposed project are anticipated, beyond the random flyovers.

One special status amphibian, Woodhouse's toad, has been recently recorded within 10.0 miles of the project corridor on tributaries to the Boise River and it is possible that this species could be impacted from movement through the project corridor outside of the breeding season.

No existent special status plant species have been recorded within 1.0 mile of the project corridor.

- Water Resources – No wetlands were identified within 0.5 miles of the project corridor and no water features (streams, canals, ditches, drains, etc.) either cross, pass underneath, or flow parallel to the project corridor. The Phyllis Canal, Elijah Drain, and Indian Creek are the closest water features to the project corridor. No impacts to the three water features are anticipated from the proposed project, as long as the project does not extend beyond 0.5 miles to the north of the intersection of North Yale Street and 3rd Street South.
- Noise – Noise levels among local development (commercial retail, businesses, single-family residences, churches, and apartment complexes) will increase during project construction activities. Recommendation for mitigation during the project construction activities includes management of operation hours in effort to minimize the noise levels during early morning and evening hours when residents will be most affected.

Traffic flow is expected to improve along the project corridor as a result of the current 2-lane roadway proposed for a 5-lane expansion. While residential properties located along both sides of the project corridor would be impacted by increased traffic from the SH-45 Realignment, noise levels tend to be reduced from the current condition through better movement, less congestion, and less starting and stopping of vehicles.

- Environmental Justice – All five minority percentage classes reside immediately adjacent to various segments of the project corridor. Locations immediately adjacent to the project corridor ranged from 30 to between 50 and 100 percent rental units. Based on the presence of low-income and minority populations adjacent to the project corridor, there is potential for adverse impacts to these populations, generally related to noise and associated effects of increased traffic. In addition, the proposed road project would result in encroachment on residences and displacement of residents who currently live adjacent to the existing roadway. However, the proposed roadway expansion would occur on a

regularly traveled corridor. The SH-45 Realignment uses existing roadway that is currently identified as a minor arterial, modifying the roadway to a principal arterial is considered to have a moderate impact to existing neighborhoods (URS, 2010). However, it is unlikely that the project would have a disproportionately high adverse impact on minority or low income populations per Executive Order 12898.

- Air Quality – To date, Canyon County has not violated any of the NAAQS. Therefore the proposed project is not currently located in either a designated nonattainment or maintenance area and not subject to the requirements of any SIPs/maintenance plans. However, a project-level conformity analysis demonstrating the project will not cause or contribute to an exceedance of the NAAQS will be needed.

IDEQ has listed the Treasure Valley (Ada and Canyon counties) as an area of concern for O₃ as ambient concentrations above the revised NAAQS have been recorded in both counties. No regional conformity requirements are attached to this designation. However, the O₃ attainment status of Canyon County should be verified prior to project programming and construction.

IDEQ requires that temporary particulate matter (i.e., dust) emissions increases associated with construction should be mitigated and controlled using BMPs. Mitigation for construction-related non-particulate pollutants (like CO, VOCs, and NO_x) is not generally required by IDEQ.

- Hazardous Materials – Based on review of the topographic map, groundwater in the project area likely flows to the west-northwest, toward the Phyllis Canal. Shallow groundwater recorded in the project vicinity was measured at 15 to 20 feet bgs. Therefore, locations to the east-southeast are generally considered up-gradient of the project corridor. Based on the nature of the regulatory database listings, site status, or distance from the project corridor, those sites listed on the State and Federal regulatory databases located within 0.5-mile distance from the project corridor do not likely represent potential environmental impact to the project corridor.

Phase I ESAs to include assessment for lead-based paint and/or asbestos should be conducted for buildings that will be acquired for the right-of-way expansion.

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FIGURES

APPENDIX A
Idaho Transportation Department Form 0280

Feasibility Study



Key Number TBD	Location State Highway 45 in Downtown Nampa		General Description Road Expansion with Intersection Realignment		Route SH-45/I-84B
Beginning Milepost 27.218	Ending Milepost 27.725	Length in Miles approx. 1.0	County Canyon	City Nampa	District 3
The project is located on a Connecting Idaho Corridor <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			The Purpose and Needs was originally identified in a Corridor Plan <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		

Purpose and Needs Report

Project Purpose/Benefits

Mark (xx) the one item that best describes the Primary Reason for Proposing this Project

Mark (+) all Other Relevant Items

- | | | | |
|---------------|---|---------------|---|
| <u> +</u> | Maintain/Improve User Operating Conditions | <u> </u> | Enhance Accessibility for the Disabled/Safety |
| <u> XX</u> | Maintain/Improve Traffic Flow | <u> +</u> | Enhance Pedestrian Safety and/or Capacity |
| <u> +</u> | Time Savings | <u> </u> | Enhance Bicycle Safety and/or Capacity |
| <u> +</u> | Increase Capacity | <u> +</u> | Traffic Composition Enhancement (e.g., Truck Route, HOV Lane, Climbing Lane) |
| <u> +</u> | Reduce Congestion | <u> +</u> | Visual/Cultural Enhancement (e.g., Landscaping, Historic Preservation) |
| <u> +</u> | Hazard Reduction/Safety | <u> +</u> | Environmental Enhancement (e.g., Air Quality, Noise Attenuation, Water Quality) |
| <u> </u> | Reduce Highway User Operating Costs | <u> +</u> | Economic Prudence (e.g., Repair Less Expensive than Replacement, B/C Ratio) |
| <u> +</u> | Other, List (e.g., Driver Convenience and Comfort Regarding Rest Area Projects) | | |
| | <u>Economic Development</u> | | |

Describe design elements needed to accomplish the purpose of this proposal as they relate to the current deficiencies.

The purpose of the proposed project is to address traffic delays and improve flow. The recommended alternative focuses on widening and improving 7th Street South/Yale Street to get traffic destined either north or south of Downtown Nampa through the area as quickly as possible. This project could be used to realign SH-45, connecting it directly to I-84 and rendering I-84B obsolete. However, 7th Street South is not currently designed to carry large volumes of traffic and the delay experienced at intersections along the corridor are an indication that it is nearing capacity during the p.m. peak hour.

Widening 7th Street South/Yale Street between 12th Avenue South and 3rd Street South increases capacity and improves travel time for regional traffic in the area. Improving this route relieves some of the congestion forecasted for other north/south routes in the area including downtown's central roadways (2nd Street/3rd Street and 11th Avenue 12th Avenue). Thus implementing this project could improve operation and LOS at other locations.

Concurrent with a future NEPA study, some preliminary design work would be needed to accurately identify the amount of right-of-way required. The amount and type of access along the route would need to be decided, too. Ideally the only full movement intersection on 7th Street South between 11th Avenue/12th Avenue South (SH-45) and 3rd Street South would be at 7th Avenue South. All other driveways, alleyways, and avenues would be limited to right-in/right-out or eliminated.

Proposed Improvements (See ITD 2708 and ITD 1150)

Roadway: State Highway 45

Intersections: 12th Avenue South and 7th Street South

Drainage: Replace existing inlets, trunk lines, and laterals; install seepage beds underneath sidewalk

Structures: None

Railroad Crossings: None

Traffic Items: Install traffic signal, signing, striping

Traffic Control: Traffic Signals

Other Items: Curb, gutter, sidewalk, landscaped concrete median, site access improvements (driveways), backage roads.

Environmental (Check any of the following that are likely impacted by the proposal.)

- | | | | |
|---|-------------------------------------|--|-------------------------------------|
| 1. Noise Criteria Impacts | <input checked="" type="checkbox"/> | 18. Air Quality Impacts | <input checked="" type="checkbox"/> |
| 2. Change in Access or Access Control | <input checked="" type="checkbox"/> | 19. Inconsistent With Air Quality Plan | <input type="checkbox"/> |
| 3. Change in Travel Patterns | <input checked="" type="checkbox"/> | <input type="checkbox"/> SIP <input type="checkbox"/> TIP | |
| 4. Neighborhood or Service Impacts | <input checked="" type="checkbox"/> | 20. Stream Alteration/Encroachment | <input type="checkbox"/> |
| 5. Economic Disruption | <input checked="" type="checkbox"/> | <input type="checkbox"/> IWDR <input type="checkbox"/> F&G <input type="checkbox"/> COE (404) | |
| 6. Inconsistent W/Local or State Planning | <input type="checkbox"/> | 21. Flood Plain Encroachment | <input type="checkbox"/> |
| 7. Environmental Justice | <input type="checkbox"/> | <input type="checkbox"/> Longitudinal <input type="checkbox"/> Transverse | |
| 8. Displacements | <input checked="" type="checkbox"/> | 22. Regulatory Floodway | <input type="checkbox"/> |
| 9. Section 4(f) Lands-DOT Act 1966 | <input checked="" type="checkbox"/> | <input type="checkbox"/> PE Cert. & FEMA Approval <input type="checkbox"/> Revision | |
| 10. LWCF Recreation Areas/6(f) Lands | <input type="checkbox"/> | 23. Navigable Waters | <input type="checkbox"/> |
| 11. Section 106-Nat. Historical Preservation Act | <input checked="" type="checkbox"/> | <input type="checkbox"/> CG (Sec 9) <input type="checkbox"/> COE (Sec 10) <input type="checkbox"/> Dept. Lands | |
| 12. FAA Airspace Intrusion | <input type="checkbox"/> | 24. Wetlands | <input type="checkbox"/> |
| 13. Visual Impacts | <input checked="" type="checkbox"/> | <input type="checkbox"/> Jurisdictional (404) <input type="checkbox"/> Non-Jurisdictional | |
| 14. Prime Farmland, Parcel Splits | <input type="checkbox"/> | 25. Sole Source Aquifer | <input type="checkbox"/> |
| 15. Known/Suspected "Hazmat" Risks | <input checked="" type="checkbox"/> | <input type="checkbox"/> Exempt Project <input type="checkbox"/> Non-Exempt | |
| 16. Wildlife/Fish Resources/Habitat | <input type="checkbox"/> | 26. Water Quality, Runoff Impacts | <input type="checkbox"/> |
| 17. Threatened/Endangered Species | <input type="checkbox"/> | 27. NPDES – General Permit | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> Listed <input type="checkbox"/> Proposed | | 28. Sediment – Erosion Control Plan | <input type="checkbox"/> |

Anticipated Environmental Document/Decision EE/Cat Ex EA/FONSI EIS/ROD

Right of Way (See ITD 2839)

Direct Acquisition Costs	.....	\$	<u>5,627,000</u>
Indirect Acquisition Costs	.....	\$	<u>1,350,000</u>
Incidentals	.....	\$	<u>698,000</u>
		Total	\$ <u>7,675,000</u>
Number of Parcels Requiring Acquisition			<u>96</u>
Number of Parcels Requiring Relocation			<u>19 - 35</u>

Preliminary Project Costs (See ITD 1150)

Development (Planning/Engineering/Environmental)	... \$	<u>1,146,000</u>
Construction (CN/CE)	.....	\$ <u>17,144,000</u>
Utilities	.....	\$ <u>660,000</u>
Right of Way	.....	\$ <u>7,675,000</u>
		Total \$ <u>26,625,000</u>

Financial Plan

List possible funding sources/programs (Preservation, Bridge, Safety, Mobility, Enhancement, CMAQ, etc.) STP-U, Local Funds (City of Nampa), FHWA

Will total funding be within available District source/program levels? Yes No

If no, what additional funding sources are identified? Local funds

Is any planning funding needed to prepare the project for a five year program? Yes No

When could full funding be available? TBD

Recommended By:	Environmental Planner	Project Development Engineer	District Engineer
	Approved By Transportation Planning Administrator	Date	Approved By Chief Engineer
			Date

APPENDIX B
Idaho Historic Survey Inventory

APPENDIX C
Environmental Database Report