



# Northside Boulevard & Karcher Road Intersection - Freight Multimodal Improvements



City of Nampa

**NHFP Freight Program Grant Application**  
December 1, 2021

Applicant: City of Nampa  
411 3rd St South  
Nampa  
Idaho  
83651

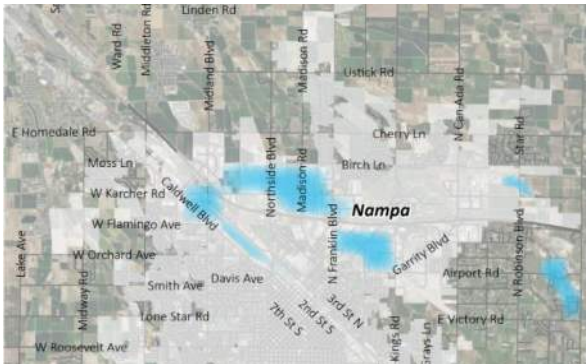
Contact: Jeff Barnes  
Deputy Public Works Director,  
Transportation Division  
208-468-5521  
[barnesj@cityofnampa.us](mailto:barnesj@cityofnampa.us)

## PROJECT DETAILS

### Background and Need

The City of Nampa (City) requests National Highway Freight Program (NHFP) funding up to **\$3,970,000** to improve freight mobility, safety, and economic opportunity in its Northside Boulevard freight corridor between I-84 and Birch Lane (see Figure 1). Northside Boulevard is designated by the Idaho Transportation Department (ITD) as a Critical Urban Freight Corridor (CUFC) from I-84 north to the Nampa city limits, as shown in Figure 3. Major industrial users immediately adjacent to the project include Amalgamated Sugar Company (AMSCO), North American Recycling, and Admiral Beverage. Additionally, two industrial parks are under development adjacent to the proposed project extents.

Northside Boulevard is classified as a Principal Arterial according to the City's *2019 Transportation Master Plan* and COMPASS's *Communities in Motion Long Range Transportation Plan*. Karcher Road is classified as a Collector according to the City's *2019 Transportation Master Plan*. An average of almost



**Figure 2 – Freight Activity Centers (From the City's 2019 Transportation Master Plan)**

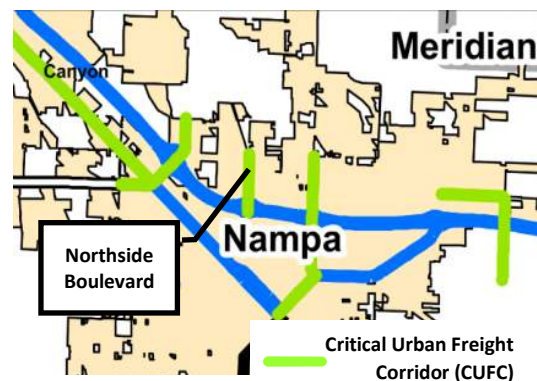
23,000 vehicles enter the intersection on a daily basis, with more than 5% of those vehicles being freight vehicles. By 2045, the intersection is anticipated to handle more than 34,000 vehicles per day with nearly 2,000 of those vehicles being trucks. Yet, despite the arterial designation and the high volume of freight traffic and freight activity (as shown in Figure 2), Northside Boulevard exists as a deteriorated, two-lane roadway with narrow lanes and no shoulders. Additionally, the intersection of Northside Boulevard & Karcher Road is a significant safety concern due to the constrained space for truck traffic and the high proportion of “failure to obey signal/yield” and “angle” type crashes.

The proposed project will widen Northside Boulevard between the I-84 Interchange and Karcher Road, including a new roundabout intersection at Northside Boulevard & Karcher Road. The proposed project is a high priority for the City. Both its *2040 Comprehensive Plan* and its Urban Renewal plan -- *North Nampa Industrial Area Development* -- focus on this area for further industrial development and the City's Transportation Master Plan identifies . The project area is zoned industrial in the *2040 Comprehensive Plan*. This project is essential to realizing these plans. Right-of-way (ROW) acquisition, final design, and construction can all be completed within 2-3 years of award.

Northside Boulevard is one of three CUFCs in North Nampa's commercial and industrial zone that create a freight network connection to I-84 as shown in Figure 3. All three CUFCs are Principal Arterials with east-west connections at Karcher Road and I-84. The City has already demonstrated its commitment to improving freight mobility and safety in this portion of the City



**Figure 1 – Project Location**



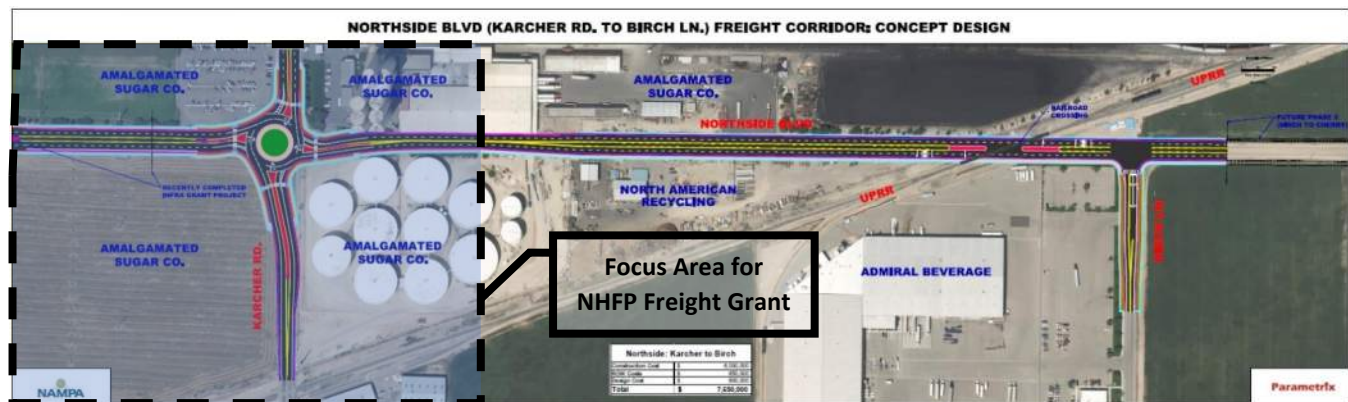
**Figure 3 – Northside Boulevard Freight Corridor (From ITD Freight Program)**



via multiple transportation investments in the area, including already completed and planned (fully funded) improvements to the other two CUFCs at Franklin Road and Midland Boulevard. ITD recently re-constructed the I-84/Northside Boulevard Interchange immediately south of this project as a Single-Point Urban Interchange (SPUI). The northern terminus of the SPUI is the southern terminus of the proposed Northside Boulevard project. The project would complete the expansion of roadway capacity and freight mobility on Northside Boulevard to/from I-84 and all major industrial users to the north. The City's on-going transportation investments in these roadways will create a robust freight network between the Northside, Franklin, and Karcher/Midland Interchanges that will serve its ever-growing industrial and freight traffic demands in this area.

### Focus Area for NHFP Freight Grant Application

Figure 4 (north oriented to the right) illustrates proposed project improvements. The City of Nampa intends to fund the entirety of the project through multiple sources; therefore, the **City is requesting NHFP funds only for the proposed roundabout intersection at Karcher Road and Northside Boulevard**, as highlighted in Figure 4. Given recent improvements at the I-84 Interchange, this intersection is now the primary bottleneck to freight traffic along Northside Boulevard. A refined and more detailed design for the Northside Boulevard & Karcher Road roundabout is illustrated in Exhibit A (on the last page of this application).



**Figure 4 – Northside Boulevard Corridor and Focus Area for NHFP Freight Grant**

### Existing Conditions

Northside Boulevard between I-84 and Karcher Road is a five-lane roadway with a 35 miles-per-hour (mph) speed limit, two travel lanes in each direction, and a two-way left-turn lane. Northside Boulevard between Karcher Road and Birch Lane is a narrow, two-lane roadway (~25-foot width) with a 35 mph speed limit and one travel lane in each direction. Karcher Road to the west of Northside Boulevard is a five-lane roadway with a 45 mph speed limit, two travel lanes in each direction, and a two-way left-turn lane. Karcher Road to the east of Northside Boulevard is a two-lane roadway with a 35 mph speed limit and one travel lane in each direction. The Northside Boulevard & Karcher Road intersection is currently signalized, with dedicated left-turn lanes on all approaches and channelized, yield-controlled right-turn lanes for the northbound, southbound, and eastbound movements.

The daily percentage of freight traffic (single-unit + articulated trucks) on each leg of the intersection, as well as the total entering the intersection, is as follows based on a 24-hour traffic count completed in August 2021:

- Northside Boulevard Freight Traffic: Northbound = 5.6%; Southbound = 9.6%
- Karcher Road Freight Traffic: Eastbound = 2.8%; Westbound = 5.8%
- Total Intersection Freight Traffic = 5.3%

## Environmental Scan

An environmental scan has already been completed and the key findings are listed below.

- There are no anticipated impacts to: historical structures, wetlands, floodplains, endangered species, or prime, unique, or important agricultural lands.
- This project does not disproportionately or adversely affect minority or low-income populations.
- The project is considered a Type I project for noise impacts. However, adjacent land uses include industrial and agricultural uses, which are not considered sensitive to noise. Therefore, a noise analysis is not required.
- A Stormwater Pollution Prevention Plan (SWPPP) will be required for the project; there will not be any discharges into Waters of the U.S.
- The AMSCO facility on the northwest corner of the project intersection is a hazardous materials site and includes designations such as General Remediation and RCRA Hazardous Waste Site which contain Underground Storage Tanks (UST) and Leaking Underground Storage Tanks (LUST). However, the proposed project does not anticipate impacting USTs or LUSTs.

## Known Issues

The most constraining issues hampering freight vehicle mobility and safety include:

- Left-turn movements are difficult for freight vehicles at the intersection due to lack of traversable space within the intersection proper. This lack of space is due primarily to raised right-turn islands and a tight corner radius on the northeast corner of the intersection.
- There is a high proportion of “failure to obey signal/yield” and “angle” type crashes.
- Average delays experienced at the existing traffic signal are increasing with traffic growth in the area. Traffic is forecast to continue growing into the future; an approximate 50% increase from now to the year 2045. This results in continued worsening of average delays, forecast at 67 seconds/vehicle - level-of-service (LOS) E - in the year 2045.

## Summary of Anticipated Benefits

Converting the Northside Boulevard & Karcher Road intersection from a traffic signal to a roundabout provides many benefits:

1. “Failure to obey signal” crashes, the most common contributing circumstance to crashes at the intersection, will not occur.
2. “Angle” crashes, the most common crash type at the intersection, will be less common as there are no crossing conflict points at roundabouts.
3. Red-light running crashes, often the most severe crashes at signalized intersections, will not occur at the roundabout.
4. Based on traffic signal to roundabout conversion data in *NCHRP Report 672, Roundabouts: An Informational Guide* and the *AASHTO Highway Safety Manual, 1<sup>st</sup> Edition*:
  - a. Some level of overall crash reduction is anticipated, and reduction could be up to 50% or more; and,
  - b. Significant reduction in injury crashes is anticipated, with potential reduction up to approximately 80%.
5. Average delay in the year 2045 weekday PM peak hour is forecast to be 73% lower with a roundabout versus a traffic signal (18 seconds/vehicle versus 67 seconds/vehicle or LOS C versus LOS E).
6. Design vehicle checks (already completed for the roundabout) have determined that movements for freight vehicles at the roundabout intersection will be easier to negotiate than at today’s signalized intersection.
7. Provide a safer intersection for accessing the 750 new jobs anticipated with the new industrial parks north of AMSCO.

## SAFETY, ECONOMIC AND MOBILITY IMPROVEMENT DETAILS

### Safety Improvements

#### Historical Crash Assessment

Table 1 provides a summary of all reported crashes at the Northside Boulevard & Karcher Road intersection from the years 2016 through 2020. The table includes a summary of crashes specifically involving freight vehicles.

**Table 1. Northside Boulevard & Karcher Road Intersection - Historical Crash Summary (2016-2020)**

Year	Fatality (K)	Suspected Serious Injury (A)	Minor/Possible Injury (B,C)	Property Damage Only (O)	TOTAL	Freight Vehicle Involved	Crash Severity <sup>1</sup>
2016	0	0	0	2	2	0	--
2017	0	2	1	0	3	1	C
2018	0	1	1	2	4	0	--
2019	0	0	1	8	9	2	O, O
2020	0	0	2	2	4	1	O
<b>TOTAL</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>14</b>	<b>22</b>	<b>4</b>	<b>--</b>

<sup>1</sup> Crash severity for crashes involving freight vehicles; per KABCO severity scale.

Key findings from the historical crash data summary documented in Table 1 include:

- Approximately 18%, or 4 of the 22 crashes, involved a freight (commercial) vehicle.
- Of the crashes involving freight vehicles, 3 were property damage only (O) crashes and 1 was a possible injury (C) crash.
- The intersection crash rate is estimated at approximately 0.6 crashes per million entering vehicles (crashes/MEV). This is based on a total of 22 crashes and an estimate of 35.8 MEV over the five-year period (derived from a 24-hour count collected in August 2021).
- The most common contributing circumstance cited was “failure to obey signal/yield” (7 crashes) while the next most common was “following too close” (5 crashes).
  - “Failure to obey signal” crashes do not occur at roundabouts.
- The most common crash type cited was “angle” or “angle turning” (10 crashes) while the next most common was “rear-end” or “rear-end turning” (6 crashes).
  - “Angle” type crashes are less common at roundabouts as there are no crossing conflict points, only merging and diverging conflict points (as shown in Figure 5 in the next section)

### Safety Analysis & Benefits

#### Roundabout Safety Principles

As stated in the first sentence of “Chapter 5 – Safety” of *NCHRP Report 672, Roundabouts: An Informational Guide*, “the use of roundabouts is a proven safety strategy for improving intersection safety by eliminating or altering conflict types, reducing crash severity, and causing drivers to reduce speeds as they proceed into and through intersections.” In 2008, FHWA introduced the list of *Proven Safety Countermeasures* with nine original treatments, of which “Roundabouts” were listed as one. Figure 5 illustrates how roundabouts reduce vehicular conflict points at single-lane entry/exit intersections from 32 to 8. Additionally, roundabouts force low absolute and relative speeds via physical, geometric features, thereby reducing the potential for high-severity crashes (i.e., right-angle and left-turn head-on crashes). Finally, the most severe crashes at signalized intersections are

often those where a red-light running vehicle collides with another vehicle, pedestrian, or cyclist; this type of crash does not occur at a roundabout.

### Roundabout Safety Performance

Roundabout safety performance relative to other intersection types reinforces the key safety principles stated above. As reported in *NCHRP Report 672, Roundabouts: An Informational Guide*, signalized intersections converted to roundabouts in the U.S. reduced all crashes by an average of 48% and injury+fatal crashes by an average of 78%.

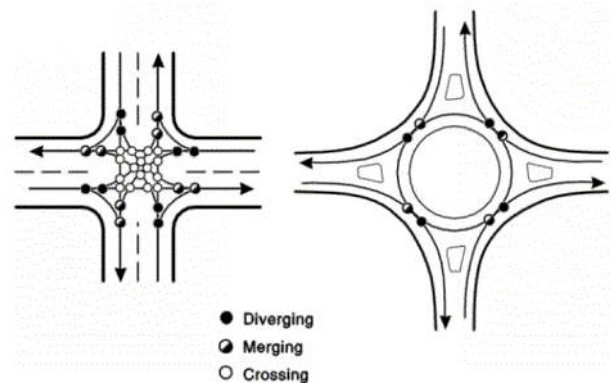
Additionally, more recent studies conducted by FHWA and several state agencies have consistently found significantly fewer injury+fatal crashes at roundabouts than any other form of intersection control (including traffic signals). While none of these studies have specifically explored crashes involving freight traffic in roundabouts, it stands to reason that freight traffic would experience similar safety performance at a roundabout as other vehicular traffic. A 2015 study by FHWA specifically reviewed fatal and severe injury crashes at roundabouts and found the biggest contributing factors to severe crashes were: driver impairment, collisions with fixed objects, and high speed; there is no mention of trucks or heavy vehicles as a contributing factor in severe crashes at roundabouts.

Table 14-3 in the *AASHTO Highway Safety Manual, 1<sup>st</sup> Edition* provides a list of crash modification factors (CMFs) for the conversion of a signalized intersection to a roundabout. The list includes CMFs in both urban and suburban settings, as well as CMFs for all severities of crashes and for injury crashes. The CMFs range from 0.22 to 0.99, suggesting a wide range of crash reduction potential (as high as 78% to essentially no crash reduction potential). Specifically for injury crashes, the CMFs listed are 0.40 and 0.22 (60% to 78% crash reduction potential), for an urban setting and all settings, respectively. Based on these data, along with the general safety performance of roundabouts compared to signalized intersections, the following are expected safety benefits for converting the Northside Boulevard & Karcher Road intersection from a signal to a roundabout:

- Some level of overall crash reduction is anticipated, and reduction could be up to 50% or more; and,
- Significant reduction in injury crashes is anticipated, with potential reduction up to approximately 80%.

### Economic Benefits

The Northside Boulevard and Karcher Road roundabout will support significant economic growth in the Nampa community by providing critical capacity and access to two new industrial parks north of AMSCO. These industrial parks are expected to develop over 750 permanent jobs with salaries ranging from \$45,000 to \$70,000. These jobs will most likely be filled by people throughout Nampa, many of whom reside in areas of persistent poverty and depressed wages. The intersection improvements and subsequent widening will provide a safe method of accessing these new jobs by vehicle through the roundabout or on foot/bicycle with the new pedestrian facilities. This project also aligns with the area's current Comprehensive Economic Development Strategy (CEDS) and supports industrial expansion Nampa is encouraging in the area. The industrial sites will also encourage the use of additional modes of freight, including using and potentially enhancing the existing Union Pacific rail spur through the property.



**Figure 5 – Vehicle Conflict Point Comparison  
(From *NCHRP Report 672 – Roundabouts: An Informational Guide, 2<sup>nd</sup> Ed.*)**

Mobility Improvements

Traffic Analysis

Both freight and non-freight traffic will benefit significantly from converting the traffic signal to a roundabout. Benefits are realized primarily through a reduction in average delay, allowing traffic to travel more quickly through the Northside Boulevard & Karcher Road intersection. *Highway Capacity Manual, 6<sup>th</sup> Edition* procedures were followed in performing a weekday PM peak hour intersection operations analysis. The analysis used weekday PM peak hour turning movement volumes collected in August 2021 and a traffic growth forecast of approximately 50% from the year 2021 to the year 2045 (based on the regional travel demand model managed by COMPASS). If no improvements are made, the traffic signal is forecast to cause an average delay of 67 seconds/vehicle in the year 2045 weekday PM peak hour. Conversely, with a roundabout at the intersection, the average delay is forecast at 18 seconds/vehicle, yielding a forecast reduction in average delay of 73%. In terms of LOS, the intersection is forecast to operate at LOS C versus LOS E in the year 2045 weekday PM peak hour.

The August 2021 24-hour traffic count yielded the existing daily total entering volumes (TEV) shown in Table 2 for the Northside Boulevard & Karcher Road intersection. Assuming a traffic growth of approximately 50%, Table 2 also presents the forecast daily TEVs for the year 2045.

Table 2. Northside Boulevard & Karcher Road Intersection – Daily Volumes (Non-Freight & Freight)

	Existing (Year 2021) TEV	Future (Year 2045) TEV
Non-Freight VPD	22,665	34,600
Freight VPD	1,265	1,930
<b>TOTAL VPD</b>	<b>23,930</b>	<b>36,530</b>

VPD = Vehicles per Day; TEV = Total Entering Volume

Mobility Benefits

A common concern with roundabouts is the ability for large trucks to enter and travel through the roundabout without significant delay or maneuverability issues. This is a valid concern if the roundabout is not properly designed to accommodate large trucks and if the local freight community is not engaged in the process. Work has already occurred on both aspects for the planned Northside Boulevard & Karcher Road roundabout.

City staff and consultants have had several meetings with representatives of the industrial users adjacent to the intersection. One topic discussed was the size of the roundabout in comparison to a roundabout that formerly existed at the nearby Star Road & Franklin Road intersection. Industrial representatives noted their drivers’ satisfaction with the ability to easily enter and move through the Star Road & Franklin Road roundabout in a large semi tractor-trailer truck. Preliminary design for the Northside Boulevard & Karcher Road roundabout includes the same inscribed circle diameter (180-feet), offset-left approaches, and similar entry and exit curb radii as existed at the Star Road & Franklin Road roundabout.

Evaluating WB-67 and WB-109D trucks was an important part of the preliminary design process for the Northside Boulevard & Karcher Road roundabout. A gore area is added between the two entry lanes on each approach, specifically to accommodate the rear-axle off-tracking of larger tractor-trailer trucks as they enter the roundabout. Similarly, a truck apron is added around the central island to accommodate the off-tracking of left-turning trucks. The roundabout design allows for vehicles such as a large fire truck or bus to travel into and through the roundabout next to a WB-67 (if the WB-67 driver chooses not to claim both lanes on entry to the roundabout). The roundabout is also designed such that a WB-67 and WB-109D truck can travel through the roundabout without having to off-track on the truck apron if the driver chooses to claim both lanes. Exhibit A




presents examples of the design vehicle checks completed for the roundabout design, demonstrating the ability for these vehicles to stay within the pavement and truck apron areas as they maneuver through the roundabout.

### PROJECT COST ESTIMATE

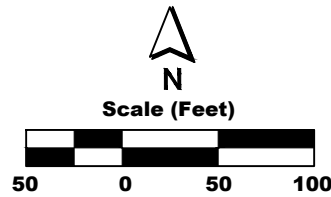
Table 3 below provides a complete cost estimate for the Northside Boulevard and Karcher Road roundabout, including all construction, right-of-way, engineering, and administration costs, along with a 15% contingency amount. **The City is committing \$1,400,000 to this project** through a combination of ROW purchases, design costs, and construction costs. City funding uses both impact fees and general funds.

**Table 3. – Project Cost Estimate**

 <div style="text-align: right;"><b>Parametrix</b></div> <div style="text-align: center;"> <b>NHFP FREIGHT PROGRAM GRANT APPLICATION</b>  <b>NORTHSIDE BOULEVARD &amp; KARCHER ROAD ROUNDABOUT</b>   <b>ENGINEER'S OPINION OF PROBABLE COST</b> </div>	
November 18, 2021	
Item	Preliminary Design Budget
Roadway	\$2,100,000
Drainage/Irrigation	\$490,000
Signal/Illumination	\$280,000
Signing/Striping	\$50,000
Traffic Control/Staging	\$230,000
Mobilization/Misc.	\$390,000
Contingency (15%)	\$480,000
Right of Way	\$630,000
Utility Relocations, Non-Bid Items, Contract Admin (10%)	\$320,000
Final Design Engineering	\$400,000
<b>PROJECT COST</b>	<b>\$5,370,000</b>

Note: Construction Engineering & Inspection to be provided by City of Nampa





# EXHIBIT A

# NORTHSIDE BLVD at KARCHER RD

**AMALGAMATED SUGAR COMPANY (AMSCO)**

Note: Aerial Distortion Makes it Appear that Structures are Impacted When They in Fact are Not.

No Impact to Product Transfer Tunnel

No Impact to Pedestrian Tunnel

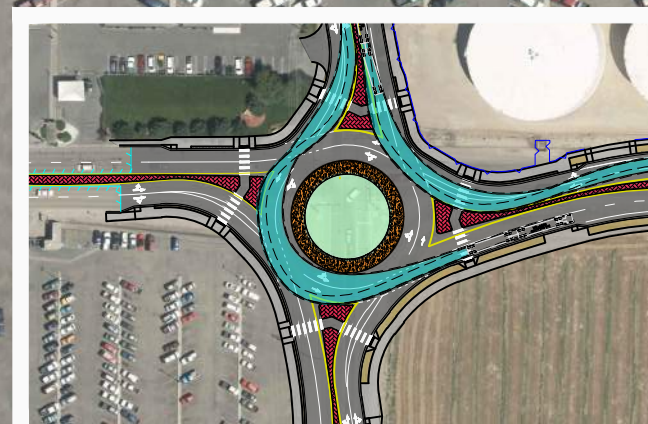
Same Diameter as Former Star Road & Franklin Road Roundabout That Was Well-Received by the Local Trucking Community

Retaining Wall Perpetuates Required Tank Containment Area

**E KARCHER RD**

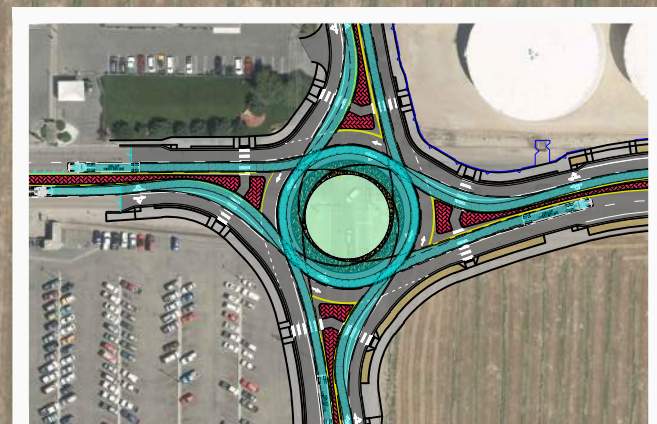
10' Wide Pathways (Typ) Facilitate Pedestrian & Bicycle Traffic

**WB-109D Critical Movements**



Example of Tractor Trailer Trucks Claiming Both Lanes to Negotiate Roundabout Entirely on Pavement Surface

**WB-67 Left Movements**



Example of Tractor Trailer Trucks Using Gore Area & Mountable Truck Apron to Stay Within Lane While Negotiating Roundabout

**NORTHSIDE BLVD**

South Limits Tie Into Recently Completed Northside Interchange to Create a Continuous Freight Route

## LEGEND

- Proposed Pavement
- Proposed Truck Apron
- Proposed Splitter Island
- Proposed Sidewalk
- Proposed Retaining Wall
- Proposed Buffer Area
- Proposed Center Island
- Proposed Sawcut





1/14/2021

Mr. Jeff Barnes, P.E.  
Deputy Public Works Director  
City of Nampa Public Works Department  
500 12<sup>th</sup> Avenue South, Nampa, Idaho 83651

RE: Northside Boulevard and Northside/Karcher Intersection Improvements

Dear Mr. Barnes:

Northside Blvd and the intersection of Northside Blvd and Karcher Rd is critical to our year-round operations. During the fall harvest time, there could be up to 750 trucks per day utilizing this intersection, which includes our growers delivering beets to the factory, Transystems delivering beets from offsite receiving stations (truck with doubles), outbound sugar and feedproducts sales, as well as both inbound and outbound materials and supplies for factory operations.

We appreciate the opportunity the City has provided us with the initial development phase of this project. TASCO would be willing to provide a letter of support for this project if the following items of concern are provided as part of the project at no cost to Amalgamated Sugar:

- 1) The Tank Farm berm is required for secondary containment; any berm modifications or concrete wall construction must be reviewed and approved by TASCO engineering (see attached sketch).
- 2) Storm Drainage – warehouse roof: TASCO has stormwater that runs adjacent to Northside Blvd and enters TASCO property north of the coal field. This water should be piped to the drainage area north of the coal field. The street stormwater should not comeingle with said stormwater or enter TASCO property.
- 3) Storm Drainage – employee parking lot: Stormwater from the existing employee parking lot currently evaporates at the northeast corner of the parking lot. This project will eliminate this retainage area so a sand and grease trap with French drain should be incorporated into the project to accommodate parking lot drainage.
- 4) Electrical & Gas Utility Feeds: Utility relocations must be carefully planned in advance to avoid interrupting factory operations. Overhead power clearance standards to existing structures will need to be reviewed.
- 5) Right of way and easements required for this project should be purchased at fair market value.

TASCO is confident these issues can be overcome with continued coordination in the development and planning of this project.

Sincerely,

Steve Willcuts, P.E.  
Engineering Manager, Nampa Plant  
Amalgamated Sugar  
[swillcuts@amalsugar.com](mailto:swillcuts@amalsugar.com)

cc: Scott Winn, Erick Erickson, Dave Hawk, Craig Ashcraft, Kyle Bair

November 29, 2021  
8925 Birch Lane  
Nampa, ID 83687

Brian Ness, Director  
Idaho Department of Transportation  
P.O. Box 7129  
Boise, ID 83707-1129

Subject: Intersection Improvements at Northside Boulevard and Karcher Road Grant Support

Dear Director Ness:

Admiral Beverage offers its full support for Nampa's freight grant application to improve the intersection of Northside Boulevard and Karcher Road. The recently opened Northside Interchange is used every day by our company, and tenant, PepsiCo (~75 in/out truck trips per day). Improving Northside through its Karcher Road intersection will continue these improvements that make our business more efficient and viable.

The current two-lane corridor on Northside Boulevard north of the Interchange is congested and deteriorated. The existing signal at Northside and Karcher is decades old, undersized, and inadequate for its existing volume of freight and regional traffic. Constructing a roundabout at this intersection will resolve many of these issues. I understand it is designed to accommodate our largest trucks and will make freight movement to and from I-84 and our company safer and more efficient.

The City's extended effort to widen Northside Boulevard north of the new roundabout would complete this heavily used corridor up to and past our facility. Overall, the roundabout component of the larger effort supports Admiral Beverage's economic success by improving efficiency of moving people and goods throughout this heavily industrial region.

In short, we support this application for a National Highway Freight Program grant and look forward to participating in its final design.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ted Comstock", is written over the printed name.

Ted Comstock, Plant Manager  
Admiral Beverage



November 29, 2021  
Nampa, ID 83687

Brian Ness, Director  
Idaho Department of Transportation  
P.O. Box 7129  
Boise, ID 83707-1129

Subject: Intersection Improvements at Northside Boulevard and Karcher Road Grant Support

Dear Director Ness:

Transsystems, LLC offers its full support for Nampa's freight grant application to improve the intersection of Northside Boulevard and Karcher Road.

Our company works with Amalgamated Sugar to haul their sugar beets into their Nampa factory. Nearly 1.4 million tons of beets must be processed at the factory each year. During our peak season, we will run nearly 50 trucks, 24 hours per day into the Nampa factory. This volume of trucks is essential to keep the factory operating each hour of the day.

Our trucks consist of a tractor, long trailer, and short trailer. The existing intersection is congested and functions so poorly that many Transsystems drivers detour to other nearby paths to deliver their loads. I understand this grant application replaces the intersection's current signal with a two-lane roundabout that is specifically designed to accommodate the trucks we drive.

I am also aware Nampa has additional plans to widen Northside Boulevard north of the new roundabout. This extension will further support Transsystems' efficiency of moving trucks throughout this heavily industrial region.

These changes will make our beet haul operation safer for our drivers and the people we share the road with. In short, we support this application for a National Highway Freight Program grant and look forward to participating with Nampa in its final design.

Sincerely,



Errol Rice, President  
Transsystems, LLC

Nampa Development Corporation  
500 12<sup>th</sup> Avenue South  
Nampa, ID 83651

Brian Ness, Director  
Idaho Department of Transportation  
P.O. Box 7129  
Boise, ID 83707-1129

Subject: Intersection Improvements at Northside Boulevard and Karcher Road NHFP Grant Request

Dear Director Ness:

The Nampa Development Corporation (NDC) lends its strong support to the City of Nampa's application for a National Highway Freight Program (NHFP) Grant for improvements to the intersection of Northside Boulevard and Karcher Road.

The current two-lane corridor on Northside Boulevard north of the newly rebuilt Northside Interchange is congested and deteriorated. The existing signal at Northside and Karcher is decades old, undersized, and inadequate for its existing high volume of freight and regional traffic. Constructing a roundabout at Northside Boulevard and Karcher Road resolves many of these issues. Designed to accommodate both WB-67 and WB-109D trucks, freight movement from I-84 to area businesses will be more efficient and safer. The City's own effort to widen Northside Boulevard north of the new roundabout provides complementary capacity and safety improvements to benefit all three adjacent industrial facilities: Amalgamated Sugar, LLC; Western Recycling; and Admiral Beverage. Overall, the roundabout component of the larger effort strongly supports NDC's goal of stimulating economic growth by improving efficiency of moving people and goods throughout this heavily industrial region.

Infrastructure improvements from this project will further support expansion of the North Nampa Industrial Area, into which NDC has pledged a total investment of \$10 million for utility extensions and improvements as well as tax increment reimbursement incentives for infrastructure. The roundabout project plus its northern extension will lead to the creation of hundreds of high paying jobs and support growth and upward momentum for many individuals in the Nampa community, especially those in the area immediately adjacent to the project which has a significant minority population and persistent poverty.

The Nampa Development Corporation supports this project and the benefits it will create with improved safety, supporting economic growth, and improving livability in Canyon County. Your serious consideration of this grant request would be greatly appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Wendy Rhodes", with a long, sweeping horizontal line extending to the right.

Wendy Rhodes, Chair  
Nampa Development Corporation

November 29, 2021  
8925 Birch Lane  
Nampa, ID 83687

Brian Ness, Director  
Idaho Department of Transportation  
P.O. Box 7129  
Boise, ID 83707-1129

Subject: Intersection Improvements at Northside Boulevard and Karcher Road Grant Support

Dear Director Ness:

Admiral Beverage offers its full support for Nampa's freight grant application to improve the intersection of Northside Boulevard and Karcher Road. The recently opened Northside Interchange is used every day by our company, and tenant, PepsiCo (~75 in/out truck trips per day). Improving Northside through its Karcher Road intersection will continue these improvements that make our business more efficient and viable.

The current two-lane corridor on Northside Boulevard north of the Interchange is congested and deteriorated. The existing signal at Northside and Karcher is decades old, undersized, and inadequate for its existing volume of freight and regional traffic. Constructing a roundabout at this intersection will resolve many of these issues. I understand it is designed to accommodate our largest trucks and will make freight movement to and from I-84 and our company safer and more efficient.

The City's extended effort to widen Northside Boulevard north of the new roundabout would complete this heavily used corridor up to and past our facility. Overall, the roundabout component of the larger effort supports Admiral Beverage's economic success by improving efficiency of moving people and goods throughout this heavily industrial region.

In short, we support this application for a National Highway Freight Program grant and look forward to participating in its final design.

Sincerely,

A handwritten signature in black ink, appearing to read "Ted Comstock", is written over a light blue circular stamp.

Ted Comstock, Plant Manager  
Admiral Beverage