

Section 4(f) of the Department of Transportation Act of 1966 Evaluation

I-84, KARCHER INTERCHANGE TO FIVE MILE ENVIRONMENTAL STUDY

Nampa, Meridian, and Boise, Idaho

Project completed 2009

The project involved the addition of lanes, reconstruction of five interchanges, and replacement of railroad and canal structures on 16 miles of the I-84 corridor through Nampa, Meridian, and Boise, Idaho. The project impacts two National Register of Historic Places (NRHP)-eligible railroads, four NRHP-eligible waterways, and two public golf courses. Impacts to these resources were minimal enough to only require a Section 4(f) *de minimis* findings report. The report gave a detailed description of the Section 4(f) resources, project impact to each, and reasoning for a *de minimis* finding.

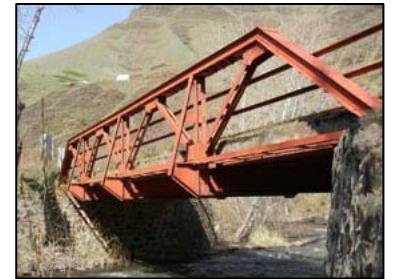


RED BRIDGE, WHITE BIRD HIGHWAY DISTRICT

White Bird, Idaho

Project completed 2008

The project concept is to remove the existing historic bridge and replace it with a modern structure. The historic Red Bridge was determined to be eligible for the National Register of Historic Places and the project posed an adverse effect. The historic bridge required a Programmatic Section 4(f) evaluation to mitigate the project impacts. The report included alternative comparisons, agency coordination, and a detailed description of the historic bridge. The report identified the preferred alternative was to replace the bridge and gave mitigation requirements which required a complete recordation according to State Historic Preservation Office standards including black and white photos of the historic bridge, historic bridge plans, preferred alternative bridge plans, and a vicinity map for inclusion to the state library.



21ST AVENUE BRIDGE

Caldwell, Idaho

Project completed 2007

The project concept was to replace the existing 21st Avenue Bridge in Caldwell, Idaho with a modern structure. The 21st Avenue Bridge was determined eligible for the National Register of Historic Places and the project posed an adverse effect. The bridge required a Programmatic Section 4(f) evaluation to mitigate project impacts. The report included alternative comparisons, agency coordination, and a detailed description of the historic bridge. The report identified the preferred alternative was to replace the bridge and gave mitigation requirements which required a complete recordation according to State Historic Preservation Office standards including black and white photos of the historic bridge, historic bridge plans, preferred alternative bridge plans, and a vicinity map for inclusion to the state library.



NORTH FORK PAYETTE RIVER BRIDGE

Cascade, Idaho

Project completed 2005

The project proposed to replace the existing bridge of the North Fork of the Payette River near Cascade, Idaho with a modern structure. The North Fork Payette River Bridge was determined eligible for the National Register of Historic Places and the project posed an adverse effect. The bridge required a Programmatic Section 4(f) evaluation to mitigate project impacts. The report included alternative comparisons, agency coordination, and a detailed description of the historic bridge. The report identified the preferred alternative was to replace the bridge and gave mitigation requirements which required a complete recordation according to State Historic Preservation Office standards including black and white photos of the historic bridge, historic bridge plans, preferred alternative bridge plans, and a vicinity map for inclusion to the state library.

