

Pre-Concept Report

City of Notus Street Rebuilds with Stormwater Improvements

Prepared for:

City of Notus

And



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho



Prepared by:

LOCHNER

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Date:

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1.0 Introduction

The Community Planning Association of Southwest Idaho (COMPASS) retained HW Lochner to conduct the pre-concept study for drainage and roadway improvements to three roadways in Notus, Idaho. The roadways studied for improvements include Notus Road, 1st Street, and 2nd Street. Figure 1 provides a vicinity map of the Project Area.

The City of Notus is the sponsor for this potential federal-aid project to reconstruct Notus Road. Secondly, the City is seeking funding to reconstruct 1st Street and possibly 2nd Street, in that order. The focus of this study is to provide information to the City of Notus and COMPASS to assist with grant proposals and project programming.

The purpose of this project is to improve traffic operations, safety, and mobility for all modes of travel on the identified project streets.

The project addresses four primary needs:

1. Reduce storm water ponding and minimize the threat of property damage from street flooding during the 25-year storm event.
2. Reduce pavement degradation and gain standard roadway widths.
3. Enhance pedestrian safety along the major collector, Notus Road.
4. Reduce system maintenance required by the City.

This report includes conceptual project information for a proposed storm water system, roadway reconstruction and widening, and adequate pedestrian facilities along Notus Road. Also included is conceptual information for 1st Street, and 2nd Street. The estimated project cost are as follows: Notus Road is \$2,533,000, 1st Street is \$2,056,000 and 2nd Street is \$1,580,000. Due to the cost of the project, it will take multiple funding sources, including local matching dollars to implement this project.

2.0 Project Description

The City of Notus is located in Canyon County Idaho and is a small agricultural community of approximately 600 residents. Figure 2 shows the project limits. The City of Notus and COMPASS initiated this project to develop a concept that would reconstruct three identified failing roadways within downtown Notus and preserve the existing transportation systems and infrastructure. The project would address failing pavements from water ponding along the edge of pavement, widen narrow roadway widths, and add an appropriate pedestrian facility for residents, in particular children walking to and from school.

This effort is the result of an approved request made by the City of Notus through COMPASS' Project Development program, which is funded with federal planning funds provided by the Federal Highway Administration (FHWA).



Figure 1. Vicinity Map



Figure 2 Project Limits

Project Scope

The project development phase consisted of the conceptual layout for the reconstruction of the three identified roadways. This phase also included obtaining stakeholder input identifying key components for the conceptual layout, with the addition and location of pedestrian facilities being a primary focus. This report provides key information needed to request funding, as opportunities arise, and also suggested and required actions as the project progresses. This report identifies the recommended conceptual layout for Notus Road, 1st Street, and 2nd Street which consists of the following:

- A conceptual storm water layout.
- A recommended minimum roadway width of 24 feet with curb and gutter on both sides of the road.
- Sidewalk and ADA complaint pedestrian ramps on the east side of Notus Road.
- Recommended sign and pavement marking upgrades.

The project development phase concluded that Notus Road would be the preferred alternative since it is functionally classified as a major collector and has the highest amount of pedestrian traffic heading to the school located at the corner of Notus Road and Purple Sage Road. If there are additional grant funds secured, the project will also reconstruct 1st Street and possibly 2nd Street, in that order.

For the purposes of the pre-concept design, Notus Road is divided into two drainage basins, based on the topography. Each basin encompasses approximately half of the project corridor. The high point along Notus Road occurs between Gary Avenue and Hailey Avenue. North of the high point, approximately 0.9 acres will drain toward and discharge to the Conway Gulch Drain after being treated. South of the high point, approximately 1.0 acre drains towards downtown Notus and US 20/26. It is preferred to discharge this storm water to the established storm drain system in US 20/26 that is already receiving this water. If this is not possible, storm water will be treated then stored in underground storm water vaults located beneath the roadway. This method is not preferred because it will cost more to construct and be more difficult to maintain. The City does not own the vacuum trucks needed to remove sediments from treatment vaults.

Future work will include a geotechnical investigation to determine infiltration rates and the roadway section. The ITD Phase I, II, III, and V reports will apply to the project. A proposed roadway section was assumed to develop construction items and quantities. The costs are shown in Appendices E – G.

Existing Conditions

As shown in Figure 2 the project is located in the downtown area of Notus, Idaho. The project limits of each roadway are as follows:

- Notus Road from US-20/26 north through the city limits, terminating approximately 1440 feet south of Purple Sage Road.
- 1st Street from US-20/26 north through the city limits, terminating at the intersection of 1st Street and Notus Road.
- 2nd Street from US-20/26 north through the city limits, which turns into Gary Avenue, terminating at the intersection of Gary Avenue and Notus Road.

Notus Road is a north/south two-lane rural section functionally classified as a major collector within the project limits. The posted speed limit is 25 miles per hour (MPH) and is stop-controlled at all major intersecting side streets. Numerous alleys also intersect Notus Road.

1st Street is a north/south two-lane rural section functionally classified as a local roadway within the project limits. The posted speed limit is 20 MPH and is stop-controlled at all major intersecting side streets. Numerous alleys also intersect 1st Street.

2nd Street is a north/south two-lane rural section that turns into Gary Avenue, which is an east/west two-lane rural section functionally classified as a local roadway within the project limits. The posted speed limit is 20 MPH and is stop-controlled at all major intersecting side streets. Numerous alleys also intersect 2nd Street.

For the most part, the existing ground rises gently to the north from the Boise River. The drainage area within the project limits is characterized by flat grades draining towards US 20/26 and the Boise River. Due to the flat grades, storm water disposal has been a challenge and water ends up ponding along the edge of pavement and on private property. Ponding and slowly draining water appears to be the most significant contributor to the failing pavements. Several residences abut the roadways and ponding overflows onto their properties during large rain events.

All three identified roadways are paved, narrow, and lack curb and gutter. The roadways have a crowned section, which approximately follows the center of the pavement. Storm water sheet flows directly off the road to the east and west and ponds along low spots at the edge of pavement and wide flat gravel shoulders where it eventually makes its way to Conway Gulch Drain and US 20/26.

The profile of Notus Road gradually slopes down from the north to the south and forms a sag with a low point near Conway Gulch Drain and no inlets were encountered in the roadway of Notus Road. At the northern project limits of Notus Road, near the fire station, there is an inlet outside of the roadway prism and within the existing right-of-way that drains storm water that ponds on the west side of the pavement to the east into the Conway Gulch Drain. There is an established storm system in US-20/26 with inlets

located near the intersections of all three roadways. This system discharges water to the Boise River.

Land Use

Land use within the project area is mixed from industrial, residential, and agricultural.

Pedestrian Facilities

Pedestrian and bicycle facilities are non-existent within the project limits.

Existing utilities in the project limits include City of Notus sewer and water, Idaho Power, CenturyLink, and Sparklight. Existing irrigation is present in the area and local residents. Black Canyon Irrigation District manages the Conway Gulch Drain.

The existing right-of-way extents were obtained from the Canyon County Assessor GIS database. The right-of-way along Notus Road varies from approximately 15' to 48' from the centerline to both East and West of the road. The right-of-way along 1st Street varies from approximately 5.8' to 61.5' from the centerline to both East and West of the road. The right-of-way along 2nd Street varies from approximately 17' to 81.8' from the centerline to both East and West of the road.

The project study area includes two primary waterways, the Boise River and the Conway Gulch Drain.

Purpose and Need Statement

The focus of this report is to provide key information to the City of Notus and COMPASS to apply for grants in the near future for rebuilding failing city streets in Notus, Idaho. The purpose of this project is to improve operations, safety, and mobility for all modes of travel on the identified project streets.

This project addresses multiple needs for the existing transportation system to remain vital in the City of Notus. The failing pavements need replaced due to storm water ponding along the edge of the pavement. Adequate storm water facilities will reduce the City's liability due to damage to private property from storm water. The narrow roadway widths and lack of pedestrian facilities make it challenging for children to navigate the roadways to the Notus Jr. /Sr. School. Revitalized roadway facilities reduce strain on the City of Notus staff and limited budget resources.

Strategic Goals

This project addresses two goals developed in Communities in Motion 2040 (CIM 2040), the regional long-range transportation plan. The first goal identified is Goal 1.3, which is to protect and preserve existing transportation systems and opportunities. This will be completed by reconstructing the failing pavements and adding an adequate storm water system. In addition, opportunities to improve safety and mobility will be

addressed with the addition of pedestrian facilities along the east side of Notus Road. The second identified goal is Goal 4.2, which is to promote maintenance and preservation of existing infrastructure. The project will complete this goal by adding curb and gutter and a storm water system to the identified roadways and this will increase the pavement life for years to come.

Expected Benefits

The City of Notus can expect to see numerous benefits from this project including:

- ❖ Safety and Mobility
 - Pedestrian access to the school will remove children from the roadway and place them on a sidewalk out of the vehicle path. ADA accessibility is imperative when providing public access.
 - Narrow roadways will be widened and on-street parking will be eliminated to remove obstacles from the clear zone.

- ❖ Environmental
 - This project will have a positive impact on the environment by including sediment and grease traps to clean the water prior to disposing to the Boise River, Conway Gulch Drain and/or subsurface storage basins.

- ❖ Potential Private Property Damage
 - By adding curb and gutter to the roadways, storm water is collected and conveyed to inlets within the existing right-of-way, which will reduce storm water flowing onto private property causing potential damage. This will also decrease the City's liability.

3.0 Project Constraints

This project has several constraints but should be easily worked through. The constraints are as follows:

- ❖ Flat grades and numerous residences that abut the identified roadways.
 - The proposed vertical profile will need to approximately match the existing roadway profile so private residences are minimally impacted.

- ❖ Limited funds preclude purchase of right of way. Right-of-way will not be needed for any storm water solutions. The design will use subsurface storage and infiltration basins and/or being treated before being discharged into the US 20/26 storm system and the Conway Gulch Drain.

- ❖ Industrial business parking
 - The first block of Notus Road from US-20/26 to Fargo Avenue has businesses on the East side of the road that use the existing roadway and right-of-way for parking. Access will remain open for these business, though parking will be reduced in width and length to accommodate a sidewalk.

- ❖ Conway Gulch Drain.
 - The presence of wetlands at the drain will require special attention to ensure roadway grading does not encroach on the waterway.
- ❖ Utilities
 - Unknown depths of the City owned waterline could be a potential constraint depending on the depth and the proposed roadway ballast section. Private utilities will have a few of their features impacted and will need to be relocated at their cost since they are in the right-of-way.
- ❖ Irrigation facilities
 - Several irrigation facilities will need to be relocated to accommodate the curb, gutter, and sidewalk. It is recommended that all existing irrigation lines under the roadway be replaced.
- ❖ Right-of-way
 - Existing right-of-way along Notus Road from Hailey Avenue to the northern project limits shows parcels with prescriptive right-of way. The right-of-way will need to be researched and legal descriptions modified accordingly. Two parcels at the intersection of 1st Street and Idaho Avenue may need right-of-way takes if 1st Street secures funding. Both property boundaries extended into the existing roadway.
- ❖ Existing city well house
 - The proposed sidewalk and pedestrian ramps will impact a well house at the intersection of Notus Road and Gary Avenue. The well house is within the existing right-of-way and will need to be removed from the project limits. The City has expressed a desire to abandon this well.

4.0 Alternatives

Three alternative roadways were examined for the proposed drainage and roadway improvements. Alternate 1 includes reconstructing and widening Notus Road with curb, gutter, sidewalk, and a storm water system. Alternate 2 includes reconstructing and widening 1st Street with curb, gutter, a storm water system, and a pipe replacement at the Conway Gulch Drain crossing. Finally, Alternate 3 includes reconstructing and widening 2nd Street with curb, gutter, and a storm water system.

Alternative 1

Alternative 1 reconstructs Notus Road approximately 0.41 miles. The benefits of reconstructing Notus Road are:

- Functionally classified as Major Collector for federal-aid routes.
- Narrow roadway widths widened and on street parking eliminated.
- Pedestrian facilities added on the east side of the road to increase safety for children walking to the Notus Jr. /Sr. High School.
- Storm water treatment prior to discharging to the Conway Gulch Drain.
- Storm water system added to preserve the pavements.

- Irrigation systems improvements.
- Guardrail upgrades to meet current AASHTO Manual for Assessing Safety Hardware (MASH) requirements.
- No right-of-way needed for improvements.
- Notus Road serves as a gateway to possible development opportunities at the north end of the project.
- Serves the most amount of industrial, residential, and agricultural properties.
- Driveway access defined.
- Existing well house removed from the right of way.

Alternative 2

Alternative 2 reconstructs 1st Street approximately 0.34 miles. The benefits of reconstructing 1st Street are:

- Narrow roadway widths widened and on street parking eliminated.
- Storm water treatment prior to subsurface infiltration.
- Storm water system added to preserve the pavements.
- Irrigation system improvements.
- Guardrail upgrades to meet current AASHTO Manual for Assessing Safety Hardware (MASH) requirements.
- Driveway access defined.

Alternative 3

Alternative 3 reconstructs 2nd Street/Gary Avenue approximately 0.26 miles. The benefits of reconstructing 2nd Street/Gary Avenue are:

- Narrow roadway widths widened and on street parking eliminated.
- Storm water treatment prior to subsurface infiltration.
- Storm water system added to preserve the pavements.
- No right-of-way needed for improvements.
- Irrigation structure improvements.
- Driveway access defined.

5.0 Right-of-Way/Easements Assessment

No right-of-way takes are anticipated for Notus Road. Although, the prescriptive right-of-way will need to be addressed at the northern limits of the project. A temporary construction easement will be needed for 496 Notus Road to relocate the drive to from Notus Road to Hailey Avenue. The easement is anticipated to be 1000 SF. A cost for the easement has been accounted for in the cost estimate.

Right-of-way takes are anticipated for 1st Street improvements. A right-of-way take at 553 1st Street is anticipated to be 1230 SF. A right-of-way take at 338 Idaho Avenue is

anticipated to be 50 SF. A cost for the right-of-way take has been accounted for in the cost estimate

No right-of-way takes are anticipated for 2nd Street.

6.0 Environmental Scan

An environmental scan was conducted to identify environmental resources within the project area that may be impacted by the proposed project. Possible issues and required permits were identified. The memorandum is in the Appendix D. Highlights of the scan include:

- The Conway Gulch Drain was identified in the project area. This drain is considered a water of the U.S. and is likely under the jurisdiction of the USACE due to their eventual hydrological connection to the Boise River, a traditional navigable waterway,
- A floodplain review was conducted from the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map and since reconstruction would occur in previous disturbed areas, it is not expected that a floodplain development permit would be required.
- The USFWS IPaC list identifies slickspot peppergrass as potentially occurring in the project area.
- USFWS IPaC list identifies the Bald and Lesser Yellowlegs Eagles may be present in the project area. Coordination with the Idaho Fish and Wildlife and USFWS may be required.
- The Idaho Department of Environmental Quality (IDEQ) Waste Management and Remediation Facility Mapper indicates that three sites have underground storage tanks that exist within approximately 300 to 600 feet of the proposed projects.

The following technical studies may require completion and approval prior to any construction activity.

- A categorical exclusion would be required in compliance with NEPA.
- Archaeological and Historic Survey Report, in accordance with Section 106 of the National Historic Preservation Act.
- Waters of the U.S. and Wetland Delineation Report in accordance with Section 404 of the Clean Water Act.
- Biological Evaluation in accordance with Section 7 of the Endangered Species Act, as well as Idaho Species of Concern Report.
- Hazardous Materials Assessment (project specific).
- IDEQ National Pollution Discharge Elimination System (NPDES)

The following approvals may be necessary, given the resources on or in proximity to the project. This list is not meant to be all inclusive, as additional approval and permits may be necessary based on project specifics.

- Joint Permit Application (to place fill in or dredge waters of the U.S., including wetlands; to obtain Section 401 Water Quality Certification; and/or obtain state stream alteration permit)
- NPDES Storm Water Permit

7.0 Project Stakeholders

- City of Notus
- COMPASS
- Idaho Transportation Department
- Notus Highway District
- Notus Jr./Sr. High School
- Muffler Mill (322 Notus Road)
- First Baptist Church (441 Notus Road)
- Cain Daniel and Janie Trust (496 Notus Road)
- Rhonda’s Daycare (510 Notus Road)
- Black Canyon Lumber (386 Elgin Avenue)
- United States Post Office (385 1st Street)
- Clifton W Collins (553 1st Street)
- Larry D Murphey (338 Idaho Avenue)
- J & J Machinery (446 Elgin Avenue)
- Black Canyon Irrigation District
- Idaho Power
- CenturyLink
- Level 3 CenturyLink
- Sparklight
- MCI DBA Verizon Business

8.0 Public Involvement

A project team consisting of members from COMPASS, City of Notus, and Lochner was formed at the beginning of the Project Development phase. The team met several times through the project to understand overall goals of the project, identify potential issues/concerns, review options, and provide input on recommendations and next steps. No public involvement was conducted as part of the pre-concept development. Public involvement will follow the ITD Guide to Public Involvement

9.0 Schedule and Milestones

As a federal-aid project the project development schedule is estimated as follows:

- Consultant selection, scoping, negotiations and contract.....3 months
- Design.....18 months
 - Concept Report/Charter approval.....3 months
 - Environmental Evaluation approval.....9 months
 - Public Involvement.....6 months

- R/W acquisition6 months
- Final Design and PS&E.....9 months
- Bid and Contractor Selection.....3 months
- Construction.....10 months
- Total.....34 months

10.0 Cost

The Engineer’s Estimate of probable construction costs for the three identified roadways is summarized in Table 1. ITD Form 1150 – Project Cost Summary Sheet and a detailed cost estimate is included in the Appendices.

	Notus Road Improvements	1st Street Improvements	2nd Street Improvements
Preliminary Engineering	\$240,000	\$240,000	\$220,000
Right-of-Way	\$3,000	\$11,000	\$0
Construction	\$1,680,000	\$1,327,000	\$1,104,000
Construction Engineering and Contingencies (25%)	\$462,000	\$365,000	\$276,000
Total Construction Cost	2,310,000	\$1,825,000	\$1,380,000
Total Project Cost	\$2,553,000	\$2,076,000	\$1,600,000

Table 1. Probable Construction Costs

11.0 Potential Funding Sources

Several state and/or federal funding sources have been identified for the development of the City of Notus Drainage and Roadway Improvements.

Transportation Alternatives Program (TAP)

The TAP provides a variety of alternative transportation projects to address the Idaho Transportation Department (ITD) strategic goals of mobility, safety, and economic opportunity while maximizing the use of federal funds. Individual projects are limited to \$500,000 in federal-aid; however, TAP funding cannot be used to acquire right-of-way. The City of Notus would supply a match of 7.34% of the project cost in-kind contributions of labor/staff time may be included in the match. Applications are due in mid-November.

TAP application can be submitted at the statewide or local level. Statewide TAP funding is administered through ITD, while local TAP funding is administered through COMPASS. State and local TAP funds are allocated on the same guidelines which include project need, benefits, and how the project aligns with the CIM 2040.

Surface Transportation Program – Transportation Management Area (STP-TMA)

This funding source is applied for and programmed by COMPASS with ITD oversight of the design and construction. The City of Notus would supply a match of 7.34% of the project cost and applications are typically due February to March.

Communities in Motion (CIM) Implementation Grant

This funding source is applied and managed by COMPASS to support local agencies who projects are consistent with the CIM 2040. Individual projects are limited to \$50,000 annually for all COMPASS member projects. The City of Notus would supply a match of 7.34% of the project cost and applications are due early September.

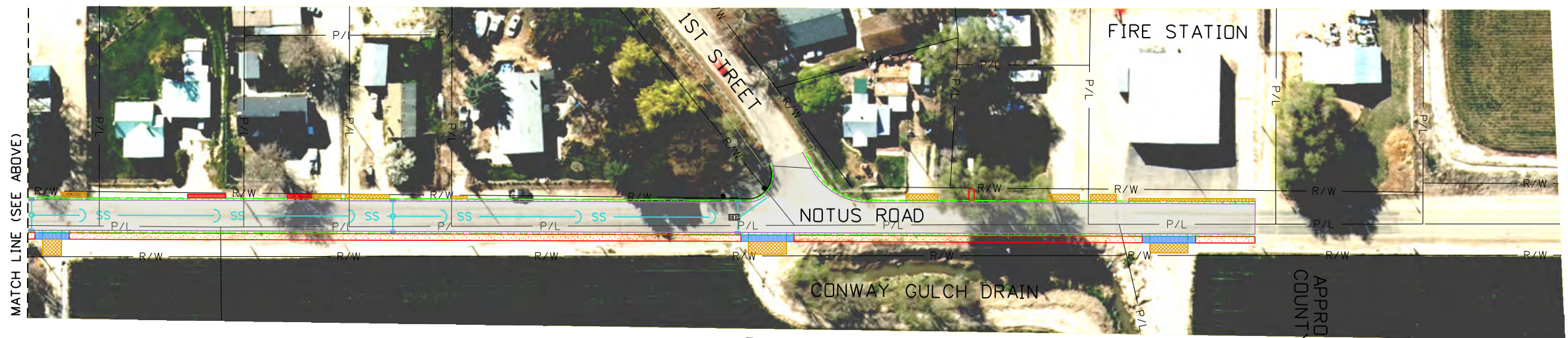
Community Development Block Grant (CDBG)

This funding source is administered at the state level by the Idaho Department of Commerce. This CDBG is used to benefit low- and moderate-income people, the prevention or elimination of slums or blight, or other community development activities. CDBG funds may be used for community development activities such as real estate acquisition, water, sewer, and other utilities, street paving, and sidewalks. Individual projects recently have been limited to \$500,000 and applications are due in November.

Appendix A: Notus Road Proposed Improvements



PLAN
NTS



PLAN
NTS

LEGEND

- | | | | |
|---------------|------------------------------------|--|--|
| — R/W — | APPROX. EXISTING RIGHT-OF-WAY LINE | | PROPOSED SIDEWALK |
| — P/L — | APPROX. EXISTING PROPERTY LINE | | PROPOSED ASPHALT APPROACH/REPAIR |
| - - - T - - - | TEMPORARY CONSTRUCTION EASEMENT | | PROPOSED SEEDED APPROACH |
| —) IRR — | PROPOSED IRRIGATION PIPE | | PROPOSED CONCRETE APPROACH |
| —) SS — | PROPOSED STORM SEWER PIPE | | PROPOSED CONCRETE APPROACH/PEDESTRIAN FACILITY |
| | PROPOSED CURB AND GUTTER | | PROPOSED CATCH BASIN |
| | PROPOSED VALLEY GUTTER | | PROPOSED IRRIGATION STRUCTURE |
| | | | PROPOSED STORM SEWER MANHOLE |
| | | | PROPOSED STORM SEWER SEDIMENT MANHOLE |

NOTUS ROAD PROPOSED IMPROVEMENTS

APPROX. CITY/
COUNTY LIMITS

Appendix B: 1st Street Proposed Improvements





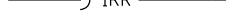













PLAN
NTS



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LEGEND















-  R/W — APPROX. EXISTING RIGHT-OF-WAY LINE
-  R/W — PROPOSED RIGHT-OF-WAY LINE
-  P/L — APPROX. EXISTING PROPERTY LINE
-  T — TEMPORARY CONSTRUCTION EASEMENT
-  IRR — PROPOSED IRRIGATION PIPE
-  SS — PROPOSED STORM SEWER PIPE
-  — PROPOSED CURB AND GUTTER
-  — PROPOSED METAL GUARDRAIL
-  — PROPOSED RETAINING WALL
-  — PROPOSED SIDEWALK
-  — PROPOSED ASPHALT APPROACH/REPAIR
-  — PROPOSED CATCH BASIN
-  — PROPOSED IRRIGATION STRUCTURE
-  — PROPOSED STORM SEWER MANHOLE
-  — PROPOSED STORM SEWER SEDIMENT MANHOLE
-  — PROPOSED STORMWATER SUBSURFACE FACILITY

1ST STREET PROPOSED IMPROVEMENTS

Appendix C: 2nd Street Proposed Improvements



PLAN
NTS

LEGEND	
	R/W — APPROX. EXISTING RIGHT-OF-WAY LINE
	P/L — APPROX. EXISTING PROPERTY LINE
	IRR — PROPOSED IRRIGATION PIPE
	SS — PROPOSED STORM SEWER PIPE
	PROPOSED CURB AND GUTTER
	PROPOSED SIDEWALK
	PROPOSED ASPHALT APPROACH/REPAIR
	PROPOSED CONCRETE APPROACH
	PROPOSED CONCRETE APPROACH/PEDESTRIAN FACILITY
	PROPOSED CATCH BASIN
	PROPOSED IRRIGATION STRUCTURE
	PROPOSED STORM SEWER MANHOLE
	PROPOSED STORM SEWER SEDIMENT MANHOLE
	PROPOSED STORMWATER SUBSURFACE FACILITY



PLAN
NTS

2ND STREET PROPOSED IMPROVEMENTS

Appendix D: Environmental Scan

LOCHNER

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MEMORANDUM

Date: April 10, 2020

To: Full Name of Recipient, Company/Organization Name

cc: Full Name of Recipient, Company/Organization Name

From: Full Name of Sender, Lochner

Re: **SUBJECT OF MEMORANDUM**
Project Name
Project No.: #####

Attachments:

Project Area Map

Appendix A:

- USFWS IPac Inventory
- National Inventory of Wetlands Map & FEMA Flood Map
- EPA and IDEQ Hazardous Materials Data
- EPA and US Census Environmental Justice Scan

Environmental Scan Summary

Purpose

The purpose of this Environmental Evaluation is to identify the potential environmental resources that may be affected by the proposed project, any proposed mitigation or project commitments, and any associated permits that may be required; only notable resources present in the project evaluation area are discussed. Lochner utilized a combination of desktop reconnaissance and coordination with state and federal agencies, as appropriate to prepare this Environmental Scan.

Project Purpose and Need

The purpose of the proposed project is to reconstruct Notus Road, 1st Street and 2nd Street in downtown Notus, improve storm water drainage, and safely accommodate pedestrians. The three roadways (Notus Street, 1st Street and 2nd Street) require replacement due to failing pavement conditions, narrow roadway widths, and the absence of appropriate pedestrian facilities for residents— including children walking to and from school. The lack of appropriate drainage results in ponding on the roadway and pavement edges is a significant contributor to the failing pavement conditions.

Project Description

The proposed project would reconstruct Notus Street through the city limits of Notus with a minimum roadway width of 24 feet and maximum of up to 35 feet, including curb and gutter, a sidewalk on the east side, and a storm water conveyance system. If sufficient funding exists, the project would also reconstruct 1st Street and possibly 2nd Street, in that order. These roadways would both have a minimum width of 24 feet, and planned for curb and gutter and storm water drainage. The maximum roadway could for 1st Street could go up to 61 feet and 2nd Street width would not exceed 24 feet.

Environmental Evaluation

Cultural Resources

The National Historic Preservation Act (NHPA) outlines the national policy and procedures regarding historic properties (i.e., districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places [NRHP]). Section 106 of the NHPA requires federal agencies to consider the effects of their undertakings on such properties by following regulation 36 CFR 800, which is issued by the Advisory Council on Historic Preservation.

Notus Street

Impacts to archeological resources are not expected because the project would occur in previously disturbed right-of-way.

If roadway reconstruction has potential to impact driveway tie-ins, or property associated with a historic home, Section 106 coordination efforts would be necessary for both permanent right-of-way acquisition and temporary construction easements required for the project. The project area is located within a subdivision called Notus Original which consists of buildings constructed in the early 1900s. It is likely that many of these homes would be historic and potentially eligible for the National Register of Historic Places. It can be assumed that buildings surrounding this subdivision are of similar era. An architectural survey would be required to understand the local, state, or national significance of these properties and provide data for the Section 106 and Idaho State Preservation Office coordination.

First Street

Same as above.

Second Street

Same as above.

Waters of the United States and Wetlands

Wetlands and other Waters of the United States (WOUS) are regulated by the USACE in accordance with Section 404 of the Federal Clean Water Act (CWA). Section 404 authorizes USACE to regulate certain activities involving the discharge of dredged or fill material into WOUS. Responsibility for administering and enforcing Section 404 is shared with the EPA. Executive Order 11990 Protection of Wetlands directs federal agencies to take action to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands.

Notus Street

The roadway crosses over the Conway Gulch Canal (natural and lined canals) and eventually empties into the Boise River. A portion of this waterway is open and other portions have been placed in box culverts and piped under the roadway. If replacement or modifications occur below the ordinary high water mark (OHWM), coordination with Army Corps of Engineers regarding the need for a Section 404 Nationwide Permit would be required.

First Street

Same as above.

Second Street

Same as above.

National Pollutant Discharge Elimination System

Construction activities disturbing more than 1 acre require a National Pollutant Discharge Elimination System (NPDES) permit EPA has approved Idaho's application to administer the Idaho Pollutant Discharge Elimination System (IPDES) program through 2021.

Notus Street

It is assumed that the project would impact 1 acre or more, increase impervious surface area, and has the potential to discharge Stormwater to a WOTUS. Therefore, an IDEQ National Pollution Discharge Elimination System (NPDES) Construction General Permit would be required. The contractor would be required to develop a Pollution Prevention Plan (PPP) for the project.

First Street

Same as above.

Second Street

Same as above.

Floodplains

Executive Order 11988 Floodplain Management directs federal agencies to reduce the risk of flood impacts on human safety, health, and welfare, and to restore and preserve the natural and beneficial values served by floodplains. Proposed projects must avoid floodplains if possible and minimize unavoidable impacts (FEMA 1978).

Notus Street

A Flood plain review was conducted from the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, see Appendix A. The project study area includes the Conway Gulch Drain. The Conway Gulch Drain is both piped and open in the study area. However, because roadway reconstruction would occur in previously disturbed areas, it is not expected that a floodplain development permit would be required for construction.

First Street

Same as above.

Second Street

Same as above.

Sensitive, Threatened & Endangered Species

Proposed, candidate, threatened, and endangered species are protected under the Endangered Species Act (ESA) of 1973 and administered by the U.S. Fish and Wildlife Service (USFWS).

Notus Street

Proposed, candidate, threatened, and endangered species are protected under the Endangered Species Act (ESA) of 1973 and administered by the U.S. Fish and Wildlife Service (USFWS). Data from the USFWS Information for Planning and Conservation (IPaC) website was utilized. One plant species, the slickspot peppergrass (*Lepidium papilliferum*) was identified, and listed as threatened under the ESA.

The project evaluation area does not occur within critical habitat (USFWS 2020). In addition, the proposed project occurs within the existing roadway prism and will not be impacting vegetation outside of the existing curb. Therefore, the likelihood of the presence of the species is minimal.

First Street

Same as above.

Second Street

Same as above.

Migratory Birds

Migratory birds are protected by the Migratory Bird Treaty Act of 1918 and the Bald and Golden Eagle Projection Act of 1940. Any activity that results in the “take” of migratory birds or eagles is prohibited unless authorized by the USFWS. There are no provisions for allowing the “take” of migratory birds that are unintentionally killed or injured. Any person or organization who plans or conducts activities that may result in the “take” of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

Notus Street

Review of the IPaC indicated that the Bald Eagle (*Haliaeetus leucocephalus*) and the Lesser Yellowlegs (*Tringa flavipes*) may be present in the study area. The Bald Eagle breeding season is from January to August and may be

present in February. The USFWS database indicates that the Lesser Yellowlegs may be present in April (USFWS 2020). Due to the presence of an open waterway in the study area, and proximity to the Boise River, there is potential for these species to be present. Depending on the timing of construction, a wildlife survey and additional coordination with the Idaho Fish and Wildlife Office and USFWS may be required.

First Street

Same as above.

Second Street

Same as above.

Hazardous Sites

The Idaho Department of Environmental Quality (IDEQ) Waste Management and Remediation Facility Mapper was used to access information about environmental activities that may affect air, water, and land anywhere within the project evaluation area. Results indicate that three sites exist within approximately 300 to 600 feet of the proposed projects. These facilities are summarized in Table 1 below and shown in Appendix A.

Name	Site Address	Reference Site ID	IDEQ Waste Remediation Program
Richard Favry	Elgin Ave, 2nd Street	7308	Underground Storage Tank
Hardcastle Excavating	368 Gary Street	6532	Leaking Underground Storage Tank (closed)
Black Canyon	2 nd West Elgin Ave	5943	Underground Storage Tank

Source: Idaho Department of Environmental Quality 2020
IDEQ Interactive Map <https://idaho.terradex.com/>

Environmental Justice Population

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by the President on February 11, 1994 directs Federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of Federal projects on the health or environment of minority and low-income populations to the greatest extent practicable by law.

Notus Street

Census data indicates that there is potential for minority and low income populations within the project area. The project would not require the acquisition of minority owned businesses or residential properties. As a result, the project would not have a disproportionate impact on minority or low-income populations. Temporary construction delays would create temporary traffic impacts or detours.

Neighborhood/Services Impacts

Notus Street

Roadway reconstruction would occur in stages. Temporary one lane closures will create short term traffic congestion mitigated by signage or flaggers to facilitate traffic flow. Because of the narrow width of the roadways, it is possible that detour routes would be proposed.

1st Street

Same as above.

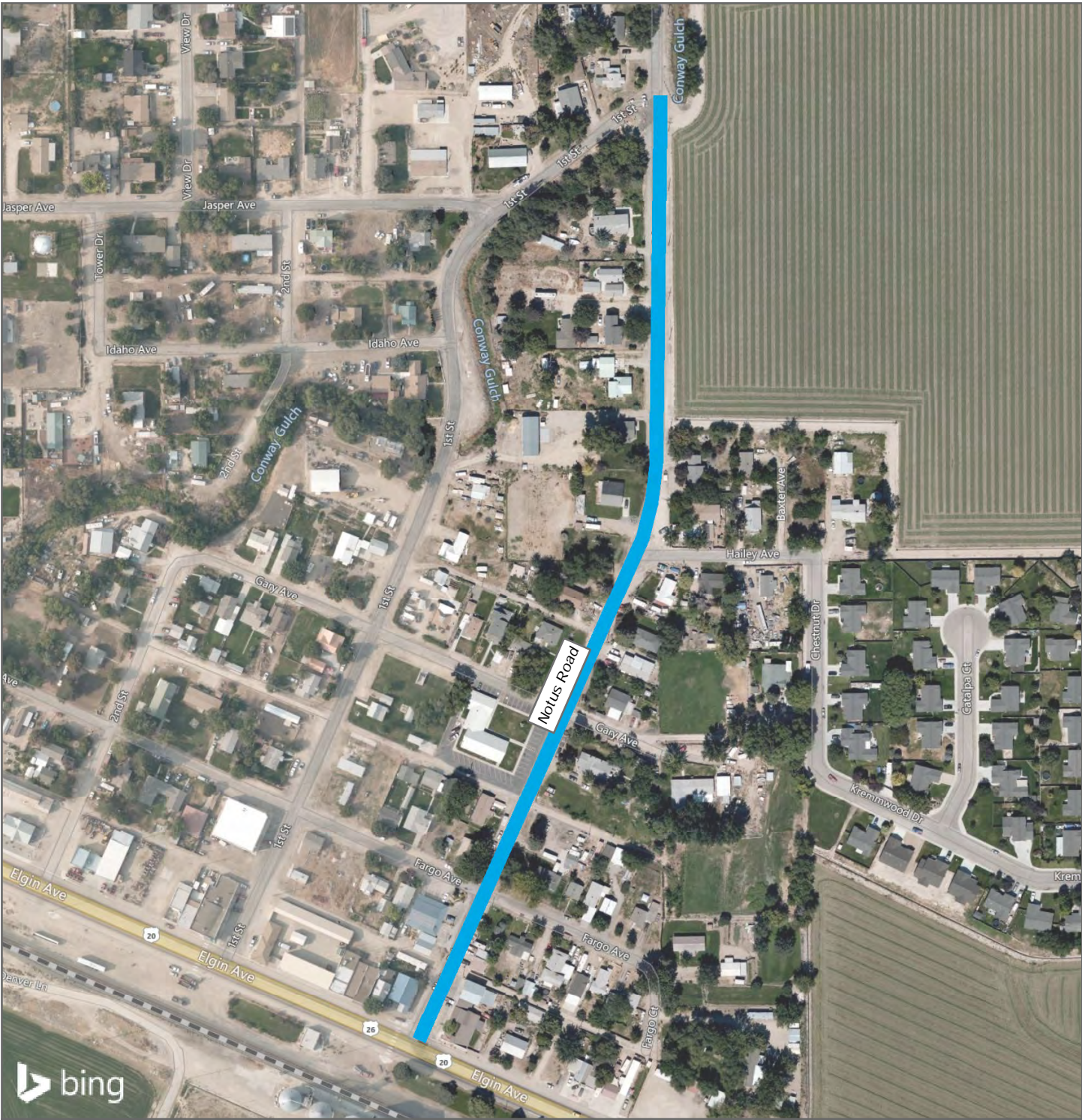
2nd Street

Same as above.

Conclusion

The following is a summary of project impacts and required permitting or mitigation:

- Cultural Survey of historic properties may be necessary if the project necessitates any minor property acquisitions or TCEs.
- Coordination with Army Corps of Engineers would be necessary if construction activities occur below the OHWM.
- IDEQ National Pollution Discharge Elimination System (NPDES) Construction General Permit would be required.
- The contractor would be required to develop a Pollution Prevention Plan (PPP) for the project.
- Coordination with Idaho Fish and Wildlife Office and USFWS should occur at project kick-off to determine if a migratory bird survey is necessary and whether timing restrictions on construction activities would apply.
- Because of the narrow width of these roadways, it is possible that development of detour routes would be required.



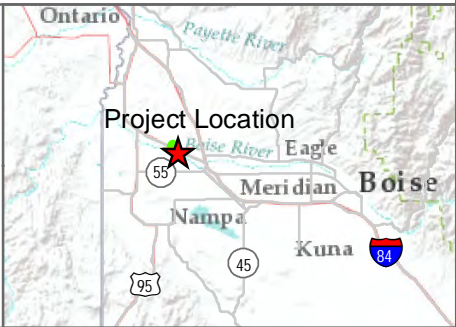
Notus Road Pavement
Reconstruction Project
Notus, Idaho

Project Area

 Project Area



0 100 200 300 400 Feet





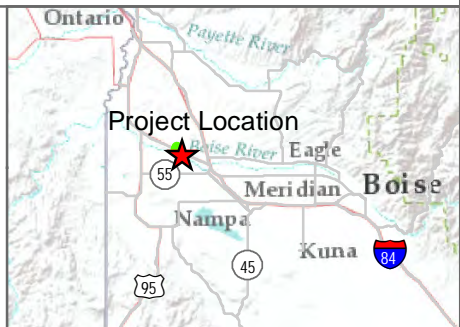
1st St Pavement Reconstruction
Project
Notus, Idaho

Project Area

 Project Area



0 100 200 300 400 Feet





bing

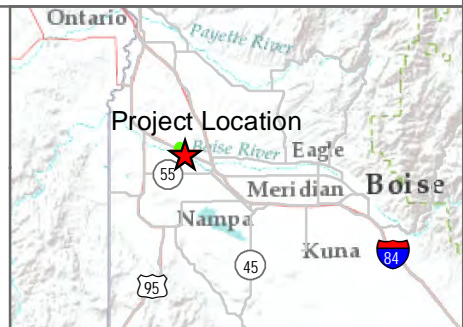
2nd Street Pavement Reconstruction
Project
Notus, Idaho

Project Area

 Project Area



0 100 200 300 Feet



Appendix A

Supporting Data

USFWS IPaC Inventory

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Canyon County, Idaho



Local office

Idaho Fish And Wildlife Office

☎ (208) 378-5243

📅 (208) 378-5262

1387 South Vinnell Way, Suite 368

Boise, ID 83709-1657

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Flowering Plants

NAME	STATUS
Slickspot Peppergrass <i>Lepidium papilliferum</i> There is proposed critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/4027	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Bald Eagle *Haliaeetus leucocephalus*

Breeds Dec 1 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

Lesser Yellowlegs *Tringa flavipes*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9679>

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is

the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

- The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

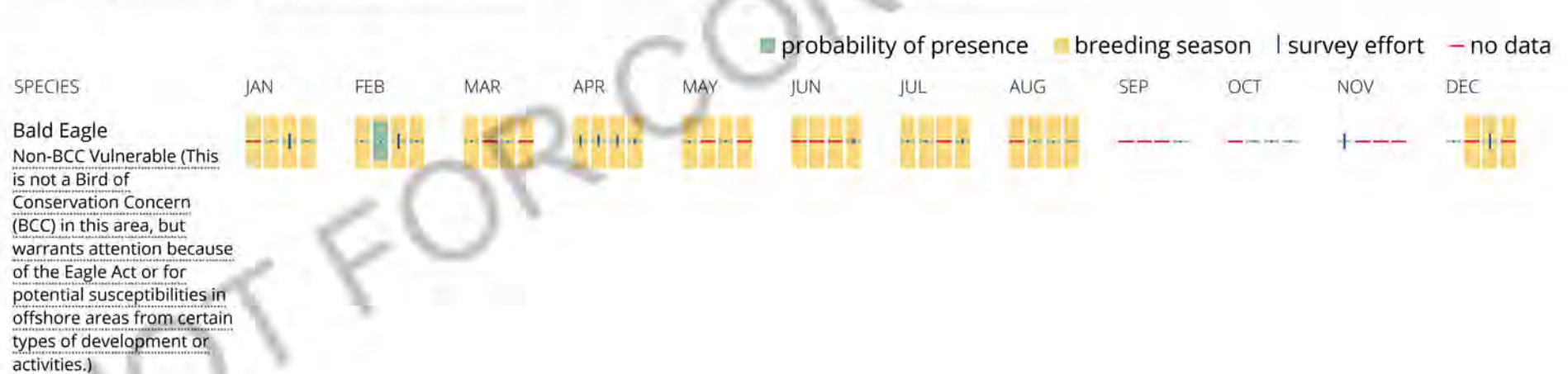
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Lesser Yellowlegs
BCC Rangewide (CON) (This
is a Bird of Conservation
Concern (BCC) throughout
its range in the continental
USA and Alaska.)



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

RIVERINE

[Riverine](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

National Inventory of Wetlands
Map
FEMA Flood Map

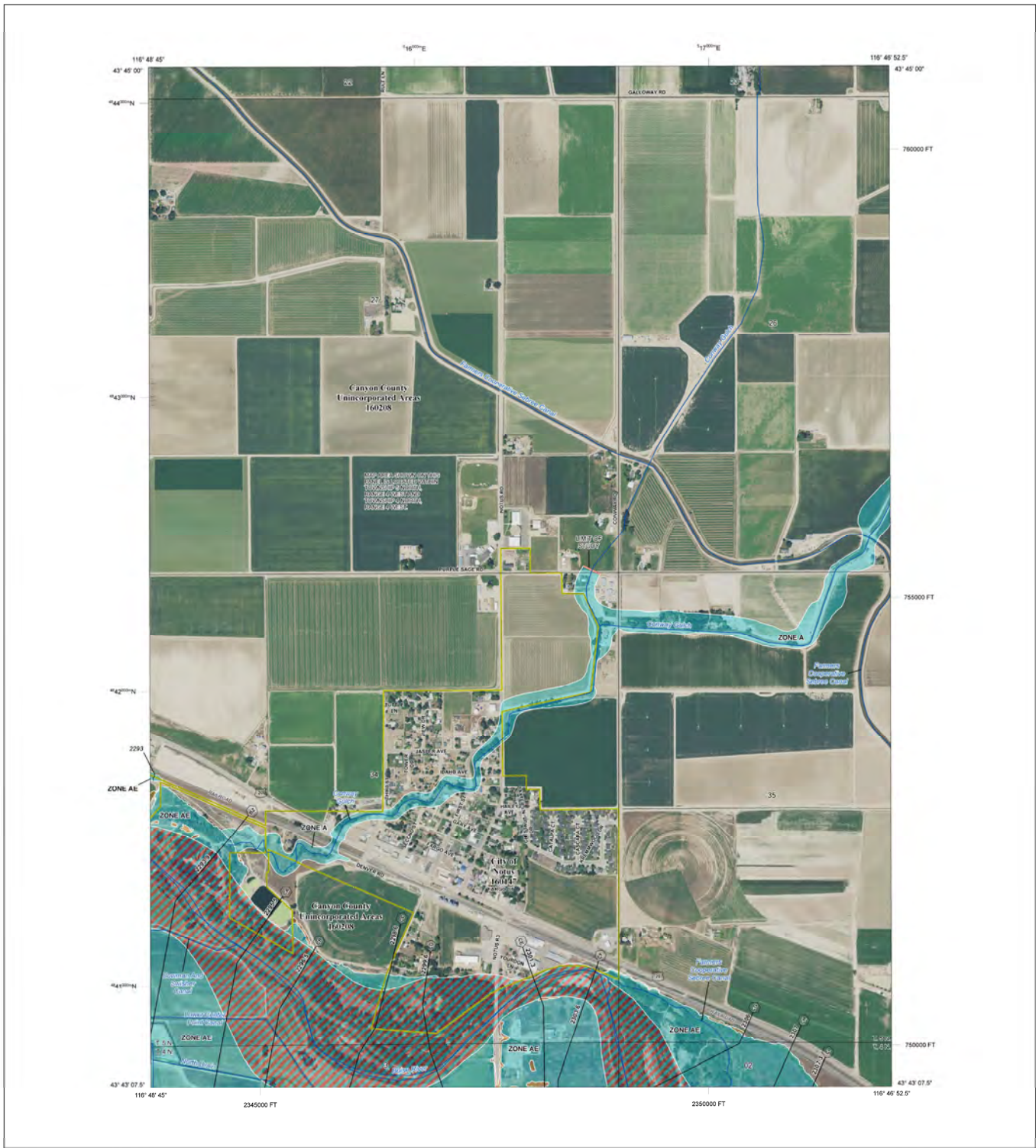


April 7, 2020

Wetlands

- Estuarine and Marine Deepwater
- Freshwater Emergent Wetland
- Estuarine and Marine Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



FLOOD HAZARD INFORMATION

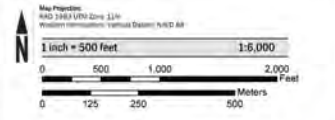
SEE FIS REPORT FOR ZONE DESCRIPTIONS AND INDEX MAP
 THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING
 DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT
[HTTP://MSC.FEMA.GOV](http://MSC.FEMA.GOV)

- SPECIAL FLOOD HAZARD AREAS**
 - Without Base Flood Elevation (BFE) (Zone A, AE, AH, X, Y, Z)
 - With BFE or Depth (Zone A, AE, AH, X, Y, Z)
 - Regulatory Floodway
 - 0.2% Annual Chance Flood Hazard, Areas of 1% Annual Chance Flood with average depth less than one foot or with drainage areas of less than one square mile (Zone X)
- OTHER AREAS OF FLOOD HAZARD**
 - Future Conditions 1% Annual Chance Flood Hazard (Zone F)
 - Area with Reduced Flood Risk due to Levee (Zone R)
 - Areas Determined to be Outside the 0.2% Annual Chance Floodplain (Zone D)
 - Area of Undetermined Flood Hazard (Zone U)
- OTHER AREAS**
 - NO SCREEN
- GENERAL STRUCTURES**
 - Channel, Culvert, or Storm Sewer
 - Levee, Dike, or Floodwall
- CROSS SECTIONS**
 - 18.3
 - 17.5
 - Cross Sections with 1% Annual Chance Water Surface Elevation (BFE)
 - Coastal Transact
 - Coastal Transact Baseline
 - Profile Baseline
 - Hydrographic Feature
 - Base Flood Elevation Line (BFE)
 - Limit of Study
 - Jurisdiction Boundary

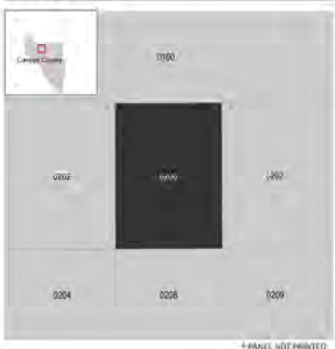
NOTES TO USERS

For information and guidance about this map, available products, associated with the FIS (including future versions of the FIS) that is made available on the National Flood Insurance Program in general, please call the FEMA Map Information Hotline at 1-877-FEMA-MAP (1-877-366-2627) or visit the FEMA Map Service Center website at <http://www.fema.gov>. For information about the FIS, please call the FEMA Map Information Hotline at 1-877-FEMA-MAP (1-877-366-2627) or visit the FEMA Map Service Center website at <http://www.fema.gov>. For information about the FIS, please call the FEMA Map Information Hotline at 1-877-FEMA-MAP (1-877-366-2627) or visit the FEMA Map Service Center website at <http://www.fema.gov>.

SCALE



PANEL LOCATOR



National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
 FLOOD INSURANCE RATE MAP

Canyon County, Idaho
 and Incorporated Areas

Panel 206 of 575

COMMUNITY	NUMBER	PANEL	SUFFIX
CANYON COUNTY NORTH CITY OF	20606	0206	0

VERSION NUMBER
2.4.1.1

MAP NUMBER
1602700206G

MAP REVISED
JUNE 7, 2019

EPA and IDEQ Hazardous Materials Data



Waste Sites



RICHARD FAVRY
ELGIN AVE & 2ND ST
NOTUS ID
ID: 2011BAZ5518

Programs

Contacts

Records Request

Programs

IDEQ Waste Remediation Program Program ID Status

[Underground Storage Tanks](#)

3-140226

Reference Site ID 7308



Close

Waste Sites



HARDCASTLE EXCAVATING
368 GARY ST
NOTUS ID
ID: 2011BAZ2676

Programs

Contacts

Records Request

Programs

IDEQ Waste Remediation Program	Program ID	Status
Leaking Underground Storage Tanks	206	Closed
Underground Storage Tanks	3-140228	

Reference Site ID 6532



Waste Sites



BLACK CANYON IRRIGATION DIST
2ND W ELGIN AVE
NOTUS ID
ID: 2011BAZ655

Programs

Contacts

Records Request

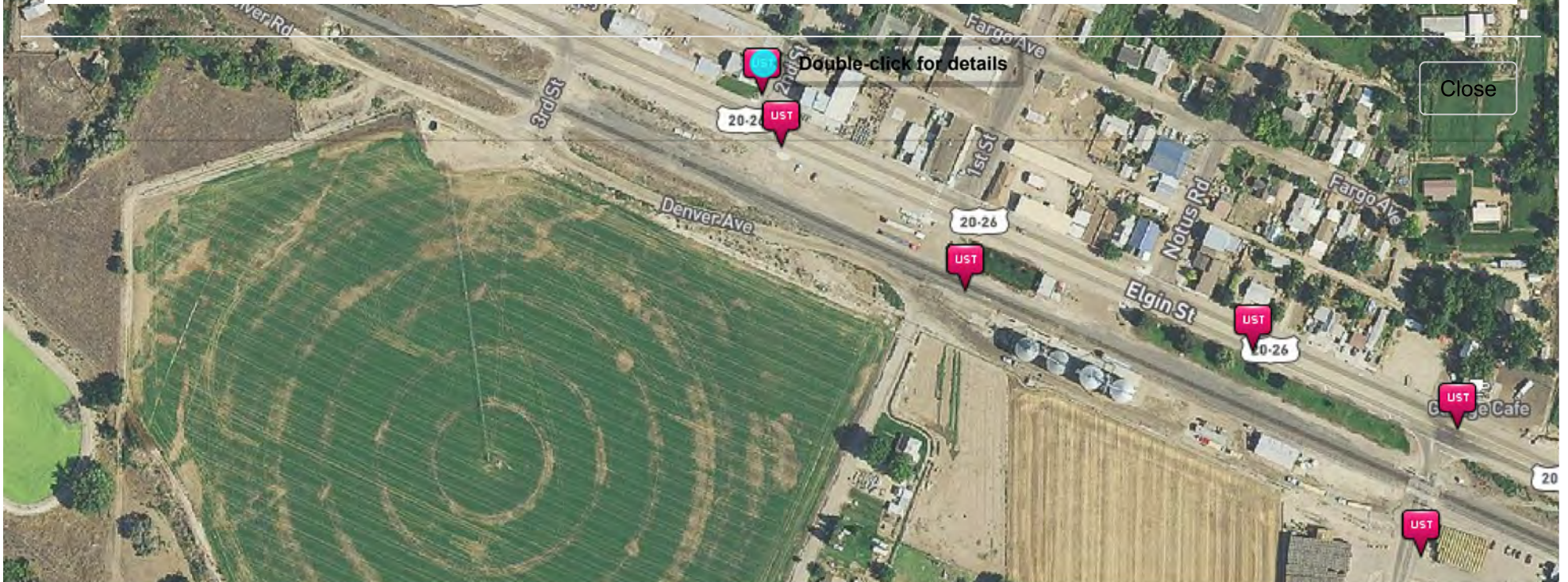
Programs

IDEQ Waste Remediation Program Program ID Status

[Underground Storage Tanks](#)

3-140165

Reference Site ID 5943



US Census Data Environmental Justice Scan



Location: User-specified polygonal location
 Ring (buffer): 0-miles radius
 Description:

Summary	Census 2010
Population	120
Population Density (per sq. mile)	4,453
Minority Population	58
% Minority	48%
Households	44
Housing Units	47
Land Area (sq. miles)	0.03
% Land Area	99%
Water Area (sq. miles)	0.00
% Water Area	1%

Population by Race	Number	Percent
Total	120	-----
Population Reporting One Race	116	97%
White	84	70%
Black	0	0%
American Indian	2	2%
Asian	0	0%
Pacific Islander	0	0%
Some Other Race	30	25%
Population Reporting Two or More Races	4	3%
Total Hispanic Population	55	46%
Total Non-Hispanic Population	65	54%
White Alone	62	52%
Black Alone	0	0%
American Indian Alone	1	1%
Non-Hispanic Asian Alone	0	0%
Pacific Islander Alone	0	0%
Other Race Alone	0	0%
Two or More Races Alone	1	1%

Population by Sex	Number	Percent
Male	56	47%
Female	64	53%

Population by Age	Number	Percent
Age 0-4	13	11%
Age 0-17	47	39%
Age 18+	73	61%
Age 65+	11	9%

Households by Tenure	Number	Percent
Total	44	
Owner Occupied	26	59%
Renter Occupied	18	41%

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, Census 2010 Summary File 1.

Appendix E: Notus Road Project Cost



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
		4/3/2020	
Location		District	
City of Notus: Notus Road Improvements		3	
Segment Code	Begin Mile Post	End Mile Post	Length in Miles
265	100	100.41	0.41

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$240,000
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels 1 Number of Relocations		\$3,000
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input checked="" type="checkbox"/> By Others		
4. Earthwork		\$211,000
5. Drainage and Minor Structures		\$218,000
6. Pavement and Base		\$542,000
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$19,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$68,000
11. Detours		
12. Landscaping		\$14,000
13. Mitigation Measures		\$33,000
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$575,175
15. Cost of Constructions (Items 3 through 14)		\$1,680,000
16. Mobilization 10 % of Item 15		\$168,000
17. Construction Engineer and Contingencies 25 % of Items 15 and 16		\$462,000
18. Total Construction Cost (15 + 16 + 17)		\$2,310,000
19. Total Project Cost (1 + 2 + 18)		\$2,553,000
20. Project Cost Per Mile	\$1,000	\$6,227,000
Prepared By:		
HW Lochner		

Estimate

Estimated Cost:\$1,846,568.90

Contingency: 10.00%

Estimated Total: \$2,031,225.79

CITY OF NOTUS "NOTUS ROAD"

Base Date: 04/03/20

Spec Year: 01

Unit System: E

Work Type: RECONSTRUCTION/REALIGNMENT

Highway Type: Two Lane

Urban/Rural Type: ROLLING

Season: SUMMER

County: Canyon

Latitude of Midpoint: 0

Longitude of Midpoint: 0

District:

Federal Project Number:

State Project Number:

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

Group 0001: Roadway

0005	110-005A TRAINING	40.000	HR	\$50.00000	\$2,000.00
0010	203-005A REM OF OBSTRUCTIONS	1.000	LS	\$10,000.00000	\$10,000.00
0015	203-015A REM OF BITUMINOUS SURF	6,755.000	SY	\$7.00000	\$47,285.00
0020	203-025A REM OF CATCH BASIN	1.000	EACH	\$1,000.00000	\$1,000.00
0025	203-060A REM OF CONC SIDEWALK	41.000	SY	\$30.00000	\$1,230.00
0030	203-070A REM OF CURB & GUTTER	83.000	FT	\$20.00000	\$1,660.00
0035	203-080A REM OF GUARDRAIL/BARRIER	63.000	FT	\$15.00000	\$945.00
0040	203-095A REM OF MANHOLE	1.000	EACH	\$1,000.00000	\$1,000.00
0045	203-105A REM OF MISC IRR STR	7.000	EACH	\$1,000.00000	\$7,000.00
0050	203-135A REMOVAL OF SIGN	18.000	EACH	\$150.00000	\$2,700.00
0055	205-005A EXCAVATION	5,500.000	CY	\$25.00000	\$137,500.00
0060	205-030A BORROW	200.000	CY	\$15.00000	\$3,000.00
0065	205-060A WATER FOR DUST ABATEMENT	5.000	MG	\$50.00000	\$250.00
0070	205-095A SOFT SPOT REPAIR	15,000.000	CA	\$1.00000	\$15,000.00
0075	212-011A FIBER WATTLE	2,880.000	FT	\$5.00000	\$14,400.00
0080	212-060A STABILIZED CONST ENTRANCE	2.000	EACH	\$2,500.00000	\$5,000.00
0085	212-095A INLET PROTECTION	10.000	EACH	\$100.00000	\$1,000.00
0090	212-105A WATER POLLUTION AND EROSION CONTROL	7,500.000	CA	\$1.00000	\$7,500.00
0095	251-005A MIGRATORY BIRD COMPLIANCE	5,000.000	CA	\$1.00000	\$5,000.00

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0100	301-005A GRANULAR SUBBASE	4,450.000	TON	\$30.00000	\$133,500.00
0105	303-021A 3/4" AGGR TY A FOR BASE	3,750.000	TON	\$35.00000	\$131,250.00
0110	401-020A CSS-1 DIL EMUL ASPH FOR TACK COAT	547.000	GAL	\$5.00000	\$2,735.00
0115	405-245A APPROACH	8.000	EACH	\$2,000.00000	\$16,000.00
0120	405-435A SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-3	2,350.000	TON	\$90.00000	\$211,500.00
0125	411-005A URBAN CONC PAV	17.000	SY	\$150.00000	\$2,550.00
0130	604-025A 12" IRR PIPE	355.000	FT	\$50.00000	\$17,750.00
0135	605-025A 12" STORM SEWER PIPE	1,439.000	FT	\$60.00000	\$86,340.00
0140	605-455A MANHOLE TY A	5.000	EACH	\$4,500.00000	\$22,500.00
0145	605-470A SEDIMENT & OIL TRAP MANHOLE	2.000	EACH	\$7,000.00000	\$14,000.00
0150	605-515A CATCH BASIN TY 2A	14.000	EACH	\$3,000.00000	\$42,000.00
0155	605-635A ADJUST MANHOLE COVERS	4.000	EACH	\$2,000.00000	\$8,000.00
0160	605-640A ADJUST VALVE COVERS	17.000	EACH	\$2,000.00000	\$34,000.00
0165	609-025A MINOR STR	7.000	EACH	\$5,000.00000	\$35,000.00
0170	612-005D W-BEAM GUARDRAIL	50.000	FT	\$50.00000	\$2,500.00
0175	612-110A GUARDRAIL ANCHOR	1.000	EACH	\$2,000.00000	\$2,000.00
0180	614-015A SIDEWALK	860.000	SY	\$50.00000	\$43,000.00
0185	614-020A DRIVEWAY CONCRETE	150.000	SY	\$165.00000	\$24,750.00
0190	614-020B DRIVEWAY ASPHALT	530.000	SY	\$150.00000	\$79,500.00

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0195	614-020C DRIVEWAY SEEDING	25.000	SY	\$140.00000	\$3,500.00
0200	614-025A CURB RAMP	130.000	SY	\$300.00000	\$39,000.00
0205	615-331A GUTTER TYPE 1	252.000	FT	\$60.00000	\$15,120.00
0210	615-492A CURB & GUTTER TY 2	4,315.000	FT	\$50.00000	\$215,750.00
0215	616-010A SIGNS TY B	138.000	SF	\$35.00000	\$4,830.00
0220	616-050A BRKAWY STL SIGN POST TY E	722.000	LB	\$5.00000	\$3,610.00
0225	616-070A BRKAWY STL SIGN POST INST TY E	18.000	EACH	\$200.00000	\$3,600.00
0230	618-010A RIGHT-OF-WAY MARKER	16.000	EACH	\$900.00000	\$14,400.00
0235	618-025A STREET MONUMENT	4.000	EACH	\$900.00000	\$3,600.00
0240	620-005A SELECT TOPSOIL	50.000	CY	\$75.00000	\$3,750.00
0245	630-025B LONGITUDINAL PAVEMENT MARKING- PREFORMED THERMOPLASTIC	540.000	FT	\$13.00000	\$7,020.00
0250	634-005A MAILBOX	1.000	EACH	\$500.00000	\$500.00
0255	640-015A SUBGRADE SEPARATION GEOTEXTILE	6,838.000	SY	\$3.00000	\$20,514.00
0260	651-010A LAWN CONST (SODDED)	3,900.000	SF	\$2.50000	\$9,750.00
0265	675-005A SURVEY	1.000	LS	\$15,000.00000	\$15,000.00
0270	675-010A DIRECTED SURVEYING OFFICE COMPUTATIONS	5,000.000	CA	\$1.00000	\$5,000.00
0275	675-015A DIRECTED SURVEYING CREW	5,000.000	CA	\$1.00000	\$5,000.00
0280	S600-20A FIRE HYDRANT ASSEMBLY	2.000	EACH	\$5,000.00000	\$10,000.00
0285	S900-50A CONTINGENCY AMOUNT DIRECTED TEMPORARY TRAFFIC CONTROL	7,500.000	CA	\$1.00000	\$7,500.00
0290	S904-05A SP	1.000	LS	\$60,000.00000	\$60,000.00

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
	Description <u>Supplemental Description</u>				
	<i>TEMPORARY TRAFFIC CONTROL</i>				
0295	S904-05B SP <i>REMOVE WELL HOUSE</i>	1.000	LS	\$50,000.00000	\$50,000.00
0300	S911-05A SP <i>PAVEMENT JOINT ADHESIVE</i>	8,910.000	FT	\$1.00000	\$8,910.00
0305	Z629-05A MOBILIZATION	1.000	LS	\$167,869.90000	\$167,869.90

Total for Group 0001:\$1,846,568.90

Appendix F: 1st Street Project Cost



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
		4/3/2020	
Location		District	
City of Notus: 1st Street Improvements		3	
Segment Code	Begin Mile Post	End Mile Post	Length in Miles
37298	100	100.34	0.34

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$240,000
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels 2 Number of Relocations		\$11,000
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input checked="" type="checkbox"/> By Others		
4. Earthwork		\$201,000
5. Drainage and Minor Structures		\$110,000
6. Pavement and Base		\$518,000
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$13,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$68,000
11. Detours		
12. Landscaping		\$4,000
13. Mitigation Measures		\$36,000
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$377,000
15. Cost of Constructions (Items 3 through 14)		\$1,327,000
16. Mobilization 10 % of Item 15		\$133,000
17. Construction Engineer and Contingencies 25 % of Items 15 and 16		\$365,000
18. Total Construction Cost (15 + 16 + 17)		\$1,825,000
19. Total Project Cost (1 + 2 + 18)		\$2,076,000
20. Project Cost Per Mile	\$1,000	\$6,106,000
Prepared By:		
HW Lochner		

Estimate

Estimated Cost:\$1,459,337.00

Contingency: 10.00%

Estimated Total: \$1,605,270.70

CITY OF NOTUS "1ST STREET"

Base Date: 04/01/20

Spec Year: 01

Unit System: E

Work Type: RECONSTRUCTION/REALIGNMENT

Highway Type: Two Lane

Urban/Rural Type: ROLLING

Season: SUMMER

County: Canyon

Latitude of Midpoint: 0

Longitude of Midpoint: 0

District:

Federal Project Number:

State Project Number:

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
Group 0001: Roadway					
0005	203-005A REM OF OBSTRUCTIONS	1.000	LS	\$5,000.00000	\$5,000.00
0010	203-015A REM OF BITUMINOUS SURF	6,710.000	SY	\$7.00000	\$46,970.00
0015	203-060A REM OF CONC SIDEWALK	78.000	SY	\$30.00000	\$2,340.00
0020	203-080A REM OF GUARDRAIL/BARRIER	580.000	FT	\$15.00000	\$8,700.00
0025	203-105A REM OF MISC IRR STR	4.000	EACH	\$1,000.00000	\$4,000.00
0030	203-135A REMOVAL OF SIGN	19.000	EACH	\$150.00000	\$2,850.00
0035	205-005A EXCAVATION	5,251.000	CY	\$25.00000	\$131,275.00
0040	205-030A BORROW	165.000	CY	\$15.00000	\$2,475.00
0045	205-060A WATER FOR DUST ABATEMENT	4.200	MG	\$50.00000	\$210.00
0050	205-095A SOFT SPOT REPAIR	10,000.000	CA	\$1.00000	\$10,000.00
0055	212-011A FIBER WATTLE	3,400.000	FT	\$5.00000	\$17,000.00
0060	212-060A STABILIZED CONST ENTRANCE	2.000	EACH	\$2,500.00000	\$5,000.00
0065	212-095A INLET PROTECTION	10.000	EACH	\$100.00000	\$1,000.00
0070	212-105A WATER POLLUTION AND EROSION CONTROL	7,500.000	CA	\$1.00000	\$7,500.00
0075	251-005A MIGRATORY BIRD COMPLIANCE	5,000.000	CA	\$1.00000	\$5,000.00
0080	301-005A GRANULAR SUBBASE	4,240.000	TON	\$30.00000	\$127,200.00
0085	303-021A 3/4" AGGR TY A FOR BASE	3,555.000	TON	\$35.00000	\$124,425.00
0090	401-020A CSS-1 DIL EMUL ASPH FOR TACK COAT	541.000	GAL	\$5.00000	\$2,705.00
0095	405-245A APPROACH	7.000	EACH	\$2,000.00000	\$14,000.00

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0100	405-435A SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-3	2,325.000	TON	\$90.00000	\$209,250.00
0105	604-025A 12" IRR PIPE	255.000	FT	\$50.00000	\$12,750.00
0110	605-025A 12" STORM SEWER PIPE	155.000	FT	\$60.00000	\$9,300.00
0115	605-470A SEDIMENT & OIL TRAP MANHOLE	4.000	EACH	\$7,000.00000	\$28,000.00
0120	605-515A CATCH BASIN TY 2A	8.000	EACH	\$3,000.00000	\$24,000.00
0125	605-635A ADJUST MANHOLE COVERS	7.000	EACH	\$2,000.00000	\$14,000.00
0130	605-640A ADJUST VALVE COVERS	14.000	EACH	\$2,000.00000	\$28,000.00
0135	609-025A MINOR STR	3.000	EACH	\$5,000.00000	\$15,000.00
0140	609-025B MINOR STR	1.000	EACH	\$8,000.00000	\$8,000.00
0145	612-005D W-BEAM GUARDRAIL	650.000	FT	\$50.00000	\$32,500.00
0150	612-080A GUARDRAIL TERMINAL TY 7	1.000	EACH	\$2,200.00000	\$2,200.00
0155	612-085A GUARDRAIL TERMINAL TY 8	1.000	EACH	\$2,200.00000	\$2,200.00
0160	612-110A GUARDRAIL ANCHOR	1.000	EACH	\$2,200.00000	\$2,200.00
0165	612-115C GUARDRAIL TERMINAL, TANGENT	4.000	EACH	\$3,000.00000	\$12,000.00
0170	614-015A SIDEWALK	105.000	SY	\$50.00000	\$5,250.00
0175	615-492A CURB & GUTTER TY 2	3,740.000	FT	\$50.00000	\$187,000.00
0180	616-010A SIGNS TY B	167.000	SF	\$35.00000	\$5,845.00
0185	616-050A BRKAWY STL SIGN POST TY E	762.000	LB	\$5.00000	\$3,810.00
0190	616-070A BRKAWY STL SIGN POST INST TY E	19.000	EACH	\$200.00000	\$3,800.00

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0195	618-010A RIGHT-OF-WAY MARKER	7.000	EACH	\$900.00000	\$6,300.00
0200	618-025A STREET MONUMENT	10.000	EACH	\$900.00000	\$9,000.00
0205	620-005A SELECT TOPSOIL	15.000	CY	\$75.00000	\$1,125.00
0210	640-015A SUBGRADE SEPARATION GEOTEXTILE	6,760.000	SY	\$3.00000	\$20,280.00
0215	651-010A LAWN CONST (SODDED)	1,200.000	SF	\$2.50000	\$3,000.00
0220	675-005A SURVEY	1.000	LS	\$15,000.00000	\$15,000.00
0225	675-010A DIRECTED SURVEYING OFFICE COMPUTATIONS	5,000.000	CA	\$1.00000	\$5,000.00
0230	675-015A DIRECTED SURVEYING CREW	5,000.000	CA	\$1.00000	\$5,000.00
0235	S501-15A RETAINING WALL	620.000	SF	\$50.00000	\$31,000.00
0240	S600-20A FIRE HYDRANT ASSEMBLY	2.000	EACH	\$5,000.00000	\$10,000.00
0245	S900-50A CONTINGENCY AMOUNT <i>DIRECTED TEMPORARY TRAFFIC CONTROL</i>	7,500.000	CA	\$1.00000	\$7,500.00
0250	S901-05A SP <i>STORMWATER STORAGE FACILITY</i>	2.000	EACH	\$6,500.00000	\$13,000.00
0255	S904-05A SP <i>TEMPORARY TRAFFIC CONTROL</i>	1.000	LS	\$60,000.00000	\$60,000.00
0260	S904-05C SP <i>REMOVE SCALE</i>	1.000	LS	\$10,000.00000	\$10,000.00
0265	S911-05A SP <i>PAVEMENT JOINT ADHESIVE</i>	7,710.000	FT	\$1.00000	\$7,710.00
0270	Z629-05A MOBILIZATION	1.000	LS	\$132,667.00000	\$132,667.00

Total for Group 0001:\$1,459,337.00

Appendix G: 2nd Street Project Cost



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
		4/3/2020
Location		District
City of Notus: 1st Street Improvements		3
Segment Code	Begin Mile Post	End Mile Post
37297	100	100.27
		Length in Miles
		0.27

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$220,000
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input checked="" type="checkbox"/> By Others		
4. Earthwork		\$122,000
5. Drainage and Minor Structures		\$130,000
6. Pavement and Base		\$339,000
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$13,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$68,000
11. Detours		
12. Landscaping		\$4,000
13. Mitigation Measures		\$30,000
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$298,000
15. Cost of Constructions (Items 3 through 14)		\$1,004,000
16. Mobilization 10 % of Item 15		\$100,000
17. Construction Engineer and Contingencies 25 % of Items 15 and 16		\$276,000
18. Total Construction Cost (15 + 16 + 17)		\$1,380,000
19. Total Project Cost (1 + 2 + 18)		\$1,600,000
20. Project Cost Per Mile	\$1,000	\$5,926,000
Prepared By:		
HW Lochner		

Estimate

Estimated Cost:\$1,103,729.00

Contingency: 10.00%

Estimated Total: \$1,214,101.90

CITY OF NOTUS "2ND STREET"

Base Date: 04/01/20

Spec Year: 01

Unit System: E

Work Type: RECONSTRUCTION/REALIGNMENT

Highway Type: Two Lane

Urban/Rural Type: ROLLING

Season: SUMMER

County: Canyon

Latitude of Midpoint: 0

Longitude of Midpoint: 0

District:

Federal Project Number:

State Project Number:

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
Group 0001: Roadway					
0005	110-005A TRAINING	20.000	HR	\$50.00000	\$1,000.00
0010	203-005A REM OF OBSTRUCTIONS	1.000	LS	\$5,000.00000	\$5,000.00
0015	203-015A REM OF BITUMINOUS SURF	3,360.000	SY	\$7.00000	\$23,520.00
0020	203-060A REM OF CONC SIDEWALK	25.000	SY	\$30.00000	\$750.00
0025	203-070A REM OF CURB & GUTTER	50.000	FT	\$20.00000	\$1,000.00
0030	203-105A REM OF MISC IRR STR	5.000	EACH	\$1,000.00000	\$5,000.00
0035	203-135A REMOVAL OF SIGN	17.000	EACH	\$150.00000	\$2,550.00
0040	205-005A EXCAVATION	3,370.000	CY	\$25.00000	\$84,250.00
0045	205-030A BORROW	125.000	CY	\$15.00000	\$1,875.00
0050	205-060A WATER FOR DUST ABATEMENT	2.700	MG	\$50.00000	\$135.00
0055	205-095A SOFT SPOT REPAIR	15,000.000	CA	\$1.00000	\$15,000.00
0060	212-011A FIBER WATTLE	2,300.000	FT	\$5.00000	\$11,500.00
0065	212-060A STABILIZED CONST ENTRANCE	2.000	EACH	\$2,500.00000	\$5,000.00
0070	212-095A INLET PROTECTION	10.000	EACH	\$100.00000	\$1,000.00
0075	212-105A WATER POLLUTION AND EROSION CONTROL	7,500.000	CA	\$1.00000	\$7,500.00
0080	301-005A GRANULAR SUBBASE	2,701.000	TON	\$30.00000	\$81,030.00
0085	303-021A 3/4" AGGR TY A FOR BASE	2,335.000	TON	\$35.00000	\$81,725.00
0090	401-020A CSS-1 DIL EMUL ASPH FOR TACK COAT	330.000	GAL	\$5.00000	\$1,650.00
0095	405-245A APPROACH	6.000	EACH	\$2,000.00000	\$12,000.00

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0100	405-435A SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-3	1,421.000	TON	\$90.00000	\$127,890.00
0105	411-005A URBAN CONC PAV	72.000	SY	\$150.00000	\$10,800.00
0110	604-025A 12" IRR PIPE	350.000	FT	\$50.00000	\$17,500.00
0115	605-025A 12" STORM SEWER PIPE	100.000	FT	\$60.00000	\$6,000.00
0120	605-470A SEDIMENT & OIL TRAP MANHOLE	4.000	EACH	\$7,000.00000	\$28,000.00
0125	605-515A CATCH BASIN TY 2A	8.000	EACH	\$3,000.00000	\$24,000.00
0130	605-635A ADJUST MANHOLE COVERS	2.000	EACH	\$2,000.00000	\$4,000.00
0135	605-640A ADJUST VALVE COVERS	6.000	EACH	\$2,000.00000	\$12,000.00
0140	609-025A MINOR STR	4.000	EACH	\$5,000.00000	\$20,000.00
0145	609-025B MINOR STR	1.000	EACH	\$8,000.00000	\$8,000.00
0150	614-015A SIDEWALK	65.000	SY	\$75.00000	\$4,875.00
0155	614-025A CURB RAMP	250.000	SY	\$300.00000	\$75,000.00
0160	615-331A GUTTER TYPE 1	63.000	FT	\$60.00000	\$3,780.00
0165	615-492A CURB & GUTTER TY 2	2,860.000	FT	\$50.00000	\$143,000.00
0170	616-010A SIGNS TY B	132.000	SF	\$35.00000	\$4,620.00
0175	616-050A BRKAWY STL SIGN POST TY E	682.000	LB	\$5.00000	\$3,410.00
0180	616-070A BRKAWY STL SIGN POST INST TY E	17.000	EACH	\$200.00000	\$3,400.00
0185	618-010A RIGHT-OF-WAY MARKER	3.000	EACH	\$900.00000	\$2,700.00
0190	618-025A STREET MONUMENT	7.000	EACH	\$900.00000	\$6,300.00

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
0195	620-005A SELECT TOPSOIL	14.000	CY	\$75.00000	\$1,050.00
0200	630-025B LONGITUDINAL PAVEMENT MARKING- PREFORMED THERMOPLASTIC	90.000	FT	\$13.00000	\$1,170.00
0205	640-015A SUBGRADE SEPARATION GEOTEXTILE	4,100.000	SY	\$3.00000	\$12,300.00
0210	651-010A LAWN CONST (SODDED)	1,130.000	SF	\$2.50000	\$2,825.00
0215	675-005A SURVEY	1.000	LS	\$15,000.00000	\$15,000.00
0220	675-010A DIRECTED SURVEYING OFFICE COMPUTATIONS	5,000.000	CA	\$1.00000	\$5,000.00
0225	675-015A DIRECTED SURVEYING CREW	5,000.000	CA	\$1.00000	\$5,000.00
0230	S600-20A FIRE HYDRANT ASSEMBLY	2.000	EACH	\$5,000.00000	\$10,000.00
0235	S900-50A CONTINGENCY AMOUNT <i>DIRECTED TEMPORARY TRAFFIC CONTROL</i>	7,500.000	CA	\$1.00000	\$7,500.00
0240	S901-05A SP <i>STORMWATER STORAGE FACILITY</i>	4.000	EACH	\$6,500.00000	\$26,000.00
0245	S904-05A SP <i>TEMPORARY TRAFFIC CONTROL</i>	1.000	LS	\$60,000.00000	\$60,000.00
0250	S911-05A SP <i>PAVEMENT JOINT ADHESIVE</i>	5,785.000	FT	\$1.00000	\$5,785.00
0255	Z629-05A MOBILIZATION	1.000	LS	\$100,339.00000	\$100,339.00
0260	251-005A MIGRATORY BIRD COMPLIANCE	5,000.000	CA	\$1.00000	\$5,000.00

Total for Group 0001:\$1,103,729.00