

September 30, 2016



# Eagle Road Corridor Project Development

Multi-Use Pathway Improvements



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## INTRODUCTION

This project addresses a need for bicycle and pedestrian facilities along Eagle Road; many gaps exist in the sidewalks between Overland Road and Chinden Blvd, and there are no bike lanes. Bicyclists currently use Eagle Road even though the posted speed limits are up to 55 miles per hour. The Cities of Boise and Meridian have adopted a standard of providing separated 10-foot-wide, multi-use paths along both sides of Eagle Road, for both pedestrians and bicyclists. In addition, the City of Boise has adopted a standard of eight-foot minimum separation between a pathway and adjacent roadway.

The goal of this project is to determine the feasibility of pathway construction along the various segments of Eagle Road, and to develop application-ready concept reports for when funding becomes available. The project was broken up into two phases.

Phase 1 identified and prioritized pathway needs within the Eagle Road corridor. This consisted of dividing the corridor into approximate half-mile project segments and developing an evaluation matrix to aid in prioritizing project segments with the most immediate pathway improvement needs. COMPASS, City of Meridian, City of Boise, and Idaho Transportation Department (ITD) District 3 staff selected the four highest priority project segments for further development in Phase 2. From south to north along Eagle Road, these segments are:

- Segment 5 – Franklin Road to Pine Avenue (east side of Eagle Road)
- Segment 8 – Pine Avenue to Fairview Avenue (west side of Eagle Road)
- Segment 10 – Fairview Avenue to River Valley Street (west side of Eagle Road)
- Segment 12 – River Valley Street to Ustick Road (west side of Eagle Road)

Phase 2 took the needs identified in Phase 1 and developed specific, programmable pathway projects. Pre-concept designs were developed for continuous separated 10-foot pathways along each of the four segments. This report presents the Phase 2 pre-concept designs, each in a separate, stand-alone chapter. The following information is included for each project:

- Executive Summary Sheet
- Site Photos
- Environmental Discussion
- Concept Plan View Figure
- Planning-Level Cost Estimates
- ITD 1150 Form (Cost Estimate)
- ITD 2839 Form (Right-of-Way)
- ITD 0332 Form (Project Charter)
- Preliminary Construction Schedule

## PHASE 1 SUMMARY AND METHODOLOGY

Phase 1 consisted of dividing the Eagle Road corridor into approximate half-mile project segments, conducting an environmental scan of the corridor, formulating opinions of probable construction cost, and developing an evaluation matrix to aid in prioritizing project segments with the most immediate improvement needs.

### *Project Segmentation*

COMPASS, the City of Meridian, the City of Boise, and Keller Associates staff performed corridor and project segmentation. The five-mile Eagle Road corridor was initially broken up into half-mile segments on each side of the road, resulting in 20 potential project segments. Dividing the corridor into half-mile segments ensures that no improvement projects would terminate in a dead-end, because signalized crossings are spaced at predominantly half-mile intervals along Eagle Road. Project segmentation maps are shown in Figures 1 and 2 on the next two pages, as well as included in Appendix A.

Segments 17 and 18 were later changed to one mile in length because they already feature continuous (though non-compliant) sidewalks and similar residential conditions along their entire length. Also, the signalized intersection of Eagle Road & Bristol Heights Drive/Hobble Creek Drive is not spaced at the half-mile. Dividing the segments at this intersection would have resulted in two short segments that do not warrant separate evaluation due to their similar conditions.

Segments 13 and 14 were later split into four segments (13-M, 13-B, 14-M, and 14-B), each between 0.2 and 0.3 miles long. They were divided along the Boise-Meridian city limits to allow the two municipalities to work on them separately.

### *Environmental Scan*

Keller Associates completed a windshield survey of the Eagle Road corridor during Phase 1 for potential environmental concerns (included in Appendix A). Minor notes include several canal crossings, possible underground tanks on a vacant agricultural lot in Segment 6, and possible ground contamination from old cars and equipment on a residential site in Segment 11. No fatal flaws were observed in the scan. Further research, including an environmental database search, was performed in Phase 2.

### *Opinions of Probable Construction Cost*

Probable construction cost was used as a subjective measure of estimated cost per unit length of improved pathway during Phase 1. Therefore, segments with the shortest length of non-compliant pathway received relatively higher cost ratings due to economies of scale. Costs such as administration, mobilization, and design fees are required for every project regardless of size.

Other factors that increased cost per length included possible right-of-way conflicts/acquisitions, utility or sign relocations, structures required for canal crossings or grade separations, earthwork, slopes, design complexity, and railroad crossings. Detailed planning-level cost estimates were prepared in Phase 2. Justifications for opinions of probable construction cost for each segment are included in Appendix A. All costs are in 2016 dollars, and assume ITD administration of the projects.

### *Evaluation Criteria, Point Ranges, and Weights*

The primary deliverable of Phase 1 was an evaluation matrix (shown in Figure 3 and Appendix A) that prioritizes project segments with most immediate improvement needs. Keller Associates established evaluation criteria, point ranges, and weights before populating the evaluation matrix with data. After populating the matrix, an iterative approach of adjusting the criteria/points/weighting and evaluating results was used to optimize the matrix. Keller Associates attempted to balance the number of qualitative and quantitative criteria. Care was taken to avoid representing the same concepts in multiple criteria. The evaluation criteria, point ranges, and weights were reviewed by the City of Meridian, City of Boise, COMPASS, and ITD prior to their finalization.



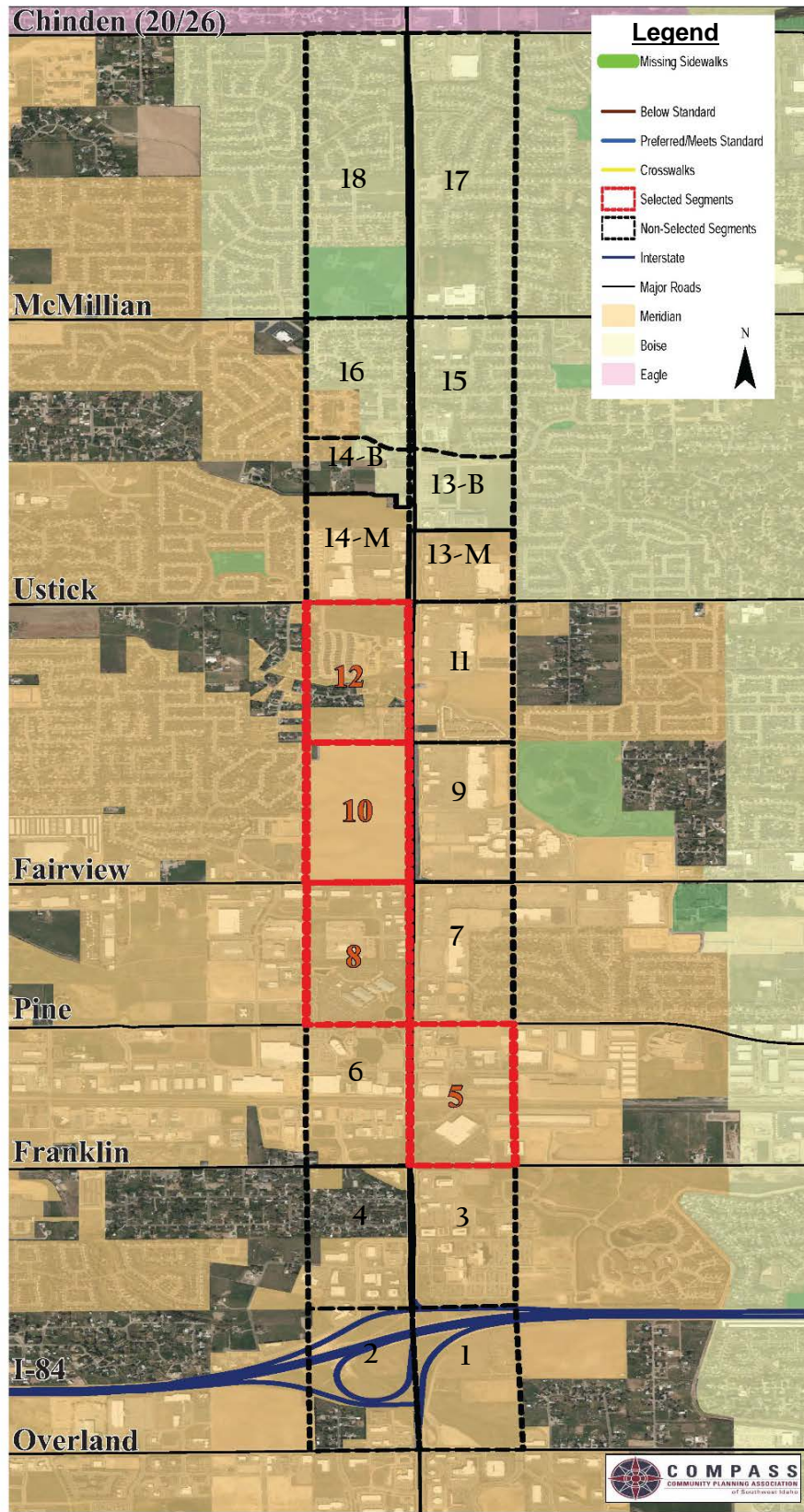


Figure 1 – Eagle Road Corridor Project Segmentation



Segment 5 - Franklin Rd to Pine Ave (East Side)



Segment 8 - Pine Ave to Fairview Ave (West Side)



Segment 10 - Fairview Ave to River Valley St (West Side)



Segment 12 - River Valley St to Ustick Rd (West Side)

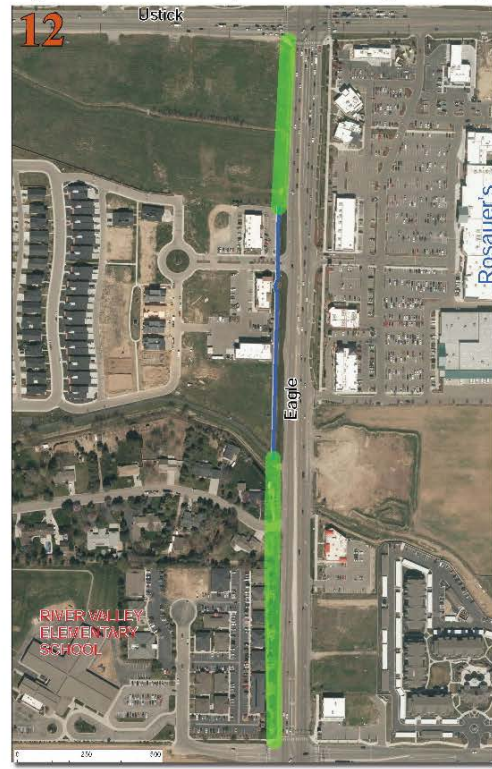


Figure 2 – Highest Priority Segments

\* See Figure 1 for legend

The number of points available for each criteria ranged from 0 to 10 and were designed so that a wide range of points would be given to the various segments for any given criteria (as opposed to all the segments getting a similar score in a criterion). This maximizes the strength of each criteria. Point ranges were also designed to be valid for future use of the evaluation matrix.

The development of each criteria is summarized below.

- **Existing Sidewalk Presence/Width/Attachment**

This criteria evaluates the non-compliant conditions along the segment and is weighted by length. Areas absent of sidewalk were given 10 points, while existing but non-compliant pathways were assigned lower scores of one to three points.

Compliant pathways are not included in the calculation; for example, Segment 14-M has 1,600 feet of compliant pathway and a 100-foot gap, and would therefore receive 10 points because the only non-compliant section of pathway is a gap. Compliant pathways were originally included in the calculation but were removed after adding the Percentage of Gaps criteria (described next), in order to avoid redundant criteria.

- **Percentage of Gaps**

This criteria was created to emphasize the importance of filling gaps in the pathway system over improving existing pathways. Points are assigned based on the percentage of segment length with gaps.

- **Ease of Construction**

This criteria prioritizes straight-forward projects over those with potential of being delayed due to environmental, permitting, utilities, right-of-way, or design complexity; each of the five categories are assigned zero to two points, for a maximum of 10 points. This measures ease or difficulties that would not have an effect on construction cost.

- **Potential for Development**

This criteria was created to reduce the priority of improvements that are likely to be constructed in the near future by a private developer. Points were awarded on an inverse scale compared to other criteria, with 10 representing *low* potential and zero representing *high* potential for development.

- **School Proximity**

This criteria prioritizes segments near schools to provide safe routes to school and potentially reduce the need for safety busing. Initially, points were assigned to schools based on a distance of up to a mile away from Eagle Road, but the distance was lowered to ½ mile, as that was found to be the furthest distance from any segment to a school property.

- **Cost per Length**

This criteria was created to quantify and prioritize the most cost-effective improvements. Opinions of Probable Cost, discussed previously, were used as input data for this criteria. Originally, this criteria was measured in *total cost per segment* to prioritize projects with low total cost for adoption into the STIP. It was later changed to *cost per unit length* of non-compliant sidewalk in order to prioritize improvements that would provide the best “bang for the buck.”

- **Crash History**

This criteria was created to quantify and prioritize segments that would be made safer by adding separated, 10-foot pathways. Crash History was weighted relatively low because crashes involving pedestrians or bicycles were found to be rare along Eagle Road, and therefore may be anomalies rather than true representations of safety issues.

- **Existing Ped/Bike Usage**  
This criteria was created to prioritize segments that currently see the most pedestrian and bicycle use, as measured by recorded Strava trips within the segments.
- **Future Ped/Bike Demand**  
This criteria was created to prioritize segments that are likely to see the largest increase in pedestrian and bicycle use in the future. Future travel was estimated by creating origin-destination pairs of planned origins (residential) and destination land uses (activity centers) within ¼ mile of each other.

## ***Results***

The final evaluation matrix is shown in Figure 3 on the next page. From highest to lowest rank, the four highest-scoring segments in the evaluation matrix were:

- Segment 12 – River Valley Street to Ustick Road (west side of Eagle Road)
- Segment 8 – Pine Avenue to Fairview Avenue (west side of Eagle Road)
- Segment 10 – Fairview Avenue to River Valley Street (west side of Eagle Road)
- Segment 5 – Franklin Road to Pine Avenue (east side of Eagle Road)

COMPASS, the City of Meridian, the City of Boise, and ITD reached a consensus to approve these four segments for further evaluation in Phase 2 of the project. The following Phase 1 deliverables are included Appendix A:

- Summary of Phase 1 Results memo, including
  - Project segmentation map
  - Environmental windshield survey summary
  - Opinions of probable construction cost
  - Evaluation criteria, points, and weighting summary
  - Data input summary
  - Evaluation matrix results
  - Individual segment worksheets



Criteria	Points by Segment																		Weight		
	1	2	3	4	5	6	7	8	9	10	11	12	13-M	13-B	14-M	14-B	15	16		17	18
	Meridian	Meridian	Meridian	Meridian	Meridian	Meridian	Meridian	Meridian	Meridian	Meridian	Meridian	Meridian	Meridian	Boise	Boise	Meridian	Boise	Boise		Boise	Boise
Existing Sidewalk Presence/Width/Attachment	7	8	3	3	9	10	3	10	0	10	8	10	2	2	10	7	2	2	2	2	5
Percentage of Gaps	7	8	0	0	7	4	0	10	0	10	2	7	0	1	1	7	1	0	0	0	5
Ease of Construction	6	5	10	4	4	4	7	8	0	10	7	4	10	6	9	6	7	4	7	8	4
Potential for Development	10	10	10	10	7	6	8	8	10	0	6	6	10	10	5	8	10	10	10	10	4
School Proximity	0	0	2	3	2	3	0	1	9	9	9	9	2	2	2	1	9	9	10	9	3
Cost per Length	0	0	4	7	2	2	7	10	0	10	4	7	7	7	4	4	7	7	10	10	3
Crash History	0	0	10	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	2
Future Ped/Bike Demand	0	0	1	7	2	1	6	0	0	0	1	10	0	0	2	1	6	10	10	10	1
Existing Ped/Bike Usage	1	1	4	4	3	4	3	3	3	2	4	4	7	6	1	6	5	7	10	10	1
<b>Segment Totals</b>	135	141	138	112	161	130	105	200	70	199	146	207	124	112	132	148	142	131	158	159	
<b>Rank</b>	<b>12</b>	<b>10</b>	<b>11</b>	<b>17</b>	<b>4</b>	<b>15</b>	<b>19</b>	<b>2</b>	<b>20</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>16</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>9</b>	<b>14</b>	<b>6</b>	<b>5</b>	

Figure 3 – Populated Evaluation Matrix

## PHASE 2 DESIGN CONSIDERATIONS

Phase 2 developed pre-concept designs for continuous, separated 10-foot pathways along each of the four segments. There are two alternatives for each segment project.

- Alternative A – Base Project (without Improved Shoulder)
- Alternative B – With Improved Shoulder

Important considerations for the Phase 2 designs include Improved Shoulders, pathway separation distance, pedestrian lighting, CenterCal improvements, and ADA ramp compliance.

### *Improved Shoulder*

Improved Shoulders consist of areas large enough to accommodate a future 12' wide bus pullout, loading area, and shelter. They are located immediately downstream (far side) of each signalized intersection. Refer to Appendix B for a dimensioned Improved Shoulder sketch.

### *Pathway Separation Distance*

The City of Boise has adopted a policy of an eight-foot preferred separation distance between the edge of pavement and a separated pathway. The Phase 2 designs accommodate the preferred eight-foot separation wherever possible.

### *Pedestrian Lighting*

The pathway designs include pedestrian lighting, per City of Meridian standards. Specifically, 15'-high historical light poles and fixtures on one side of the path at 100-foot spacing intervals. In the Phase 2 cost estimates, lighting is shown as a separate line item in case a separate funding source is desired for lighting items. A City of Meridian standard drawing for these poles is presented in Appendix B.

### *Imminent CenterCal Improvements*

Several years ago, the City of Meridian contracted W.H. Pacific to design road widening improvements along Eagle Road to coincide with the construction and buildout of the Village at Meridian. Some of these improvements have already been constructed. The remaining improvements are scheduled for construction in phases determined by occupancy of the Village, and are referred to as the "CenterCal improvements" in this report in reference to the developer of the Village. The plans propose adding a third through lane in each direction on Eagle Road for much of the distance between Franklin Road and Ustick Road.

The CenterCal improvements are very likely to be constructed before the pathway projects presented in this report. Therefore, the four projects were designed to accommodate the proposed CenterCal improvements and maintain the desired eight-foot separation between Eagle Road and the multi-use pathways.

### *ADA Pedestrian Ramps*

An inspection of existing ADA pedestrian ramps was not conducted as part of this project. It was conservatively assumed that existing ramps would be replaced as part of the pathway projects, except where ramps will be installed as part of CenterCal improvements.

## PHASE 2 CONTENTS

The information below is presented for each project in the following chapters of this report:

- **Executive Summary Sheet** – Contains the segment number, name, project description, beginning and ending mileposts, an overview map of the project, project background narrative, Eagle Road traffic and safety data, scope of work, and summarized cost estimate.
- **Site Photos** – Contains field visit photos showing the existing state of the segment.
- **Environmental Discussion** – Contains a discussion of environmental considerations and/or requirements before construction begins.
- **Concept Plan View Figure** – Contains a plan view concept drawing of the proposed pathway, with callouts noting the location of construction items and tasks. Action items are denoted with all-caps callouts, while informational notes are denoted with sentence-case callouts.
- **Planning-Level Cost Estimates** – Contains two itemized planning-level cost estimates: one for Alternative A and one for Alternative B.
- **ITD 1150 Form (Cost Estimate)** – Contains an ITD 1150 Cost Estimate form, filled out with planning-level cost estimate amounts for Alternative A.
- **ITD 2839 Form (Right-of-Way)** – Contains an ITD 2839 Right-of-Way form, filled out with right-of-way quantities and costs for Alternative A.
- **ITD 0332 Form (Project Charter)** – Contains an ITD 0332 Project Charter form. This form is essentially a simple concept report required by ITD before a project can be programmed into the Idaho Transportation Investment Program (ITIP). The charter contains a detailed project description, environmental concerns, design standards, and anticipated budgets for construction, right-of-way, and project development. The project charter has replaced the ITD 0280 Feasibility Study form.
- **Preliminary Construction Schedule** – Contains a planning-level, critical path method (CPM) construction schedule for Alternative A. The schedule shows major tasks in the ITD project development process, including milestones, and is a potential timeline for completion if funding is secured.

## FUNDING SOURCES

It is recommended that the City of Meridian, partnering with COMPASS, apply for federal and/or state funding sources to fund the design and construction of a multi-use path as the needs are identified along the Eagle Road Corridor. Potential funding sources include the following:

### ***Surface Transportation Program-Transportation Management Areas (STP-TMA) <sup>1</sup>***

STP-TMA is applied for and programmed by COMPASS with ITD oversight of design and construction. Local agencies supply a match of at least 7.34% of the project cost. These funds could be used for design and construction of the multi-use path.

- Application Due: Typically February-March, for inclusion in COMPASS' draft Regional Transportation Improvement Program for the following fiscal year. Public comment period is usually mid-July to mid-August, with COMPASS Board adoption in mid-September. It is advised to apply early to get on the program, as new projects are typically placed at the end of the existing five-year transportation program.
- Funding Amount: Approximately \$8.8 million annually for all projects in the COMPASS metropolitan area

### ***Transportation Alternatives Program-Transportation Management Area (TAP-TMA) <sup>2</sup>***

Local agencies will supply a match of at least 7.34% of the project cost. As the name implies, TAP funds are used for alternative transportation activities, including pedestrian facilities, bicycles and other non-motorized forms of transportation and could be used for design and construction of the Eagle Road multi-use path.

TAP funding could be sought via multiple avenues. The first TAP is applied for and programmed by ITD and funding competition would be from a statewide pool. Funds from the State cannot be used for property or right-of-way acquisition. COMPASS also administers a portion of TAP which emphasizes local projects in the TMA. The City has had success in applying for these regional funds.

- Applications Due: Mid-November
- Funding Amount: Individual projects are limited to \$500,000

### ***Communities In Motion (CIM) Implementation Grant <sup>3</sup>***

CIM is managed by COMPASS to support local agencies whose projects are consistent with CIM 2040. Applicant agencies will supply a match of at least 7.34% of the project cost. In-kind contributions of labor/staff time may be included in the project match.

- Applications Due: Early September
- Funding Amount: Average \$10,000-15,000 per project, up to \$40,000 with larger match percentage

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<sup>1</sup> Applications and info.: <http://www.compassidaho.org/prodserv/transimprovement.htm>

<sup>2</sup> Applications and info.: [http://www.compassidaho.org/documents/prodserv/trans/FY14/COMPASS\\_TAP\\_Guide\\_FY2015-19.pdf](http://www.compassidaho.org/documents/prodserv/trans/FY14/COMPASS_TAP_Guide_FY2015-19.pdf)

<sup>3</sup> Applications and info.: [http://www.compassidaho.org/prodserv/reglrtranpl-CIM\\_implementation\\_grants.htm](http://www.compassidaho.org/prodserv/reglrtranpl-CIM_implementation_grants.htm)



## *Community Development Block Grant (CDBG) Entitlement Program <sup>4</sup>*

Because Meridian is an Entitlement Community, applications for CDBG must be submitted directly to the U.S. Department of Housing and Urban Development (HUD). Funds can be used for activities that follow national objectives for the program: benefit low- and moderate-income persons, prevent or eliminate slums or blight, or address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.

Providing a multi-use path along Eagle Road would benefit low- and moderate-income persons without access to a motor vehicle. Public transit does not currently serve Eagle Road, and for some, biking and walking may be their only way to access services and businesses along the corridor.

- Applications Due: N/A
- Funding Amount: Over \$350,000 in 2016 to the City and rising in recent years

## *Other Funding*

The City of Meridian may also wish to seek out partnerships, private entity donations, foundation grants, and additional match dollars to leverage these grant funds.

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<sup>4</sup> Applications and info.: <https://www.hudexchange.info/programs/cdbg-entitlement/>



# Eagle Road Corridor Multi-Use Pathway

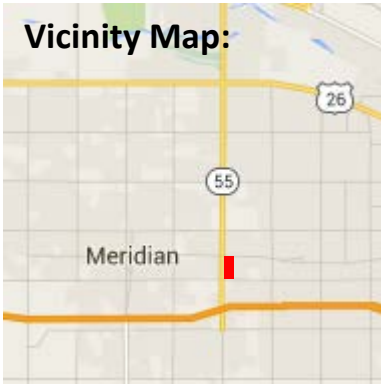
Segment 5 – Franklin Road to Pine Avenue  
(East Side)



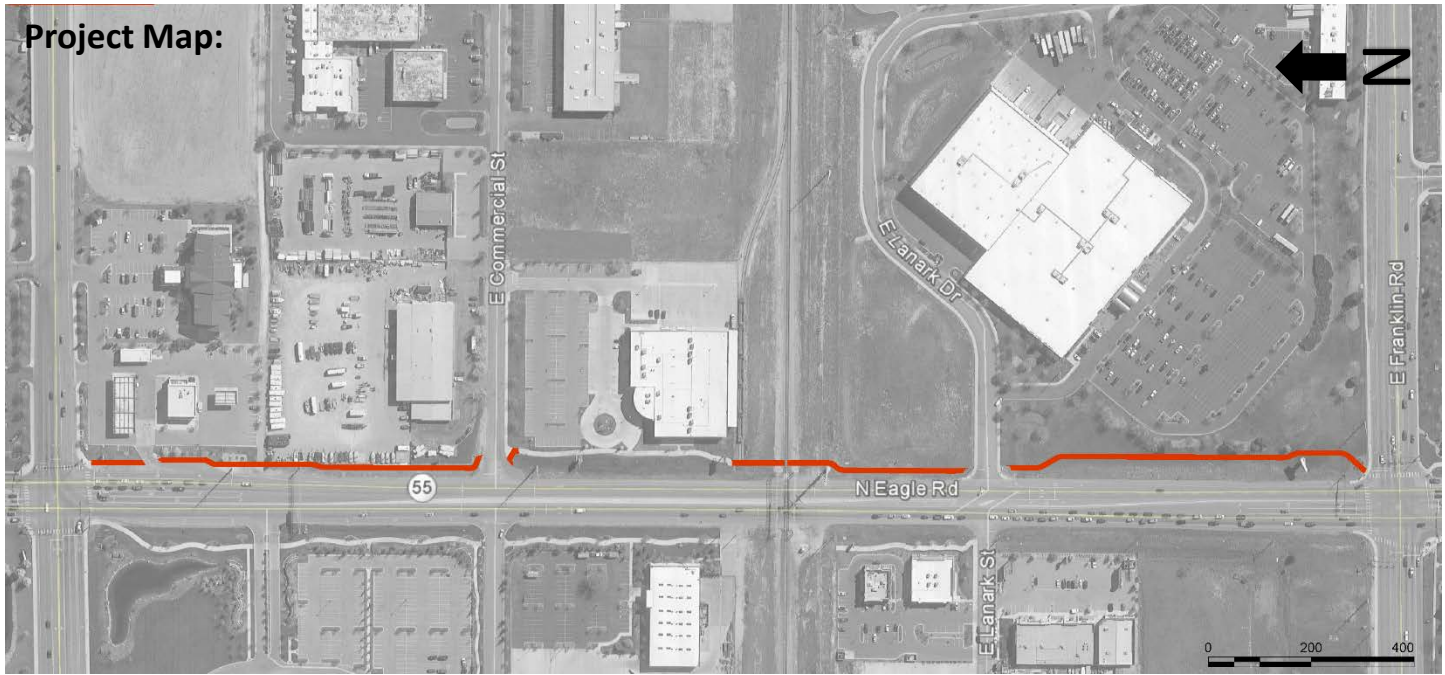
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<b>Project:</b>			<b>Segment 5</b>
<b>Franklin Rd to Pine Ave, East Side</b>			
Route:	County	City (nearest)	District
Eagle Road (SH 55)	Ada	Meridian	3
Beginning Milepost	Ending Milepost	Length (miles)	
36.943	37.446	0.5	
Location Notes:			
East side of Eagle Rd, from Franklin Road to Pine Avenue			



**BACKGROUND**

RC Willey, Life Church, Redline Recreational Toys, and Shell gas station front this segment of Eagle Road from Franklin Road to Pine Avenue. There are several other large attractors near the segment including St. Luke’s hospital (to the south), Scentsy (on the west side of Eagle Road), and Blue Cross of Idaho (to the north). A Union Pacific Railroad branch (Boise Valley Railroad/Watco) runs east-west through the middle of the segment. The nearest school is Meridian Academy, located four-tenths of a mile to the west. Pine Avenue, at the north end of the segment, is a major east-west bicycle corridor.

There are two large gaps in the sidewalk that total 70 percent of the total segment length. The first gap spans from Franklin Road to the railroad, and the second spans from Life Church to the Shell gas station. There is also an

existing but non-compliant section of sidewalk adjacent to the Shell gas station that needs to be reconstructed to the desired standard.

This segment of Eagle Road was prioritized for pathway improvements because pathways are either absent or non-compliant for most of the segment length. In addition, it was one of the few Eagle Road segments with a recent bicycle-pedestrian crash that could have been prevented by providing a separated multi-use pathway.

**RECOMMENDED PROJECT**

Construct a 10-foot-wide concrete multi-use pathway in the existing gaps and reconstruct the existing sidewalk adjacent to the Shell gas station to the 10-foot desired width. Provide an eight-foot separation between pavement and pathway where possible.

<b>Eagle Road Traffic and Safety Data:</b>		<b>Cost Estimate:</b>	
AADT (2015)	48,500 vehicles/day	Preliminary Engineering	\$78,000
Total Crashes (2010-2014)	401 crashes	Right-of-Way	\$96,000
Bike/Ped Crashes (2010-2014)	6 crashes	Construction	\$519,000
Strava™ Trips (2014)	37 trips	<b>Total Estimated Cost</b>	<b>\$693,000</b>



## SCOPE OF WORK

The recommended scope of work for the multi-use pathway project is as follows:

- Construct 10-foot concrete sidewalk in the existing gaps and reconstruct the non-compliant sidewalk adjacent to the Shell gas station to the 10-foot standard width. The proposed design achieves the desired eight-foot separation between pavement and pathway along the entire segment, except for 200 feet in front of the Redline rental business that has a three-foot separation at the narrowest point.
- Install ADA compliant pedestrian ramps at the existing right-in access to the Shell gas station and at the Commercial Street intersection. Curb ramps at the Franklin Road and Pine Avenue intersections are scheduled to be replaced to ADA standards as part of CenterCal improvements.
- Coordinate with Union Pacific Railroad (Boise Valley Railroad/Watco) to construct the railroad crossing. Improvements within the railroad right-of-way include installing actuated pedestrian gates and additional planking for the pathway and relocating a rail terminal.
- Design the pathway vertical alignment adjacent to RC Willey to ensure a 5 percent maximum grade.
- Negotiate pathway easements with RC Willey, Redline rentals, and Shell gas station.
- Install historical pedestrian light poles at 100-foot intervals on one side of the pathway along the entire segment, with the exception of the pathway in front of Life Church that already has adequate lighting.
- Alternative B: Construct an improved shoulder in front of RC Willey that includes an area for a future bus pullout, loading area, and shelter.

## ENVIRONMENTAL CONSIDERATIONS

The project is likely to involve the following environmental considerations and control measures:

- Stream and Wetland Encroachment – There are two canal crossings within Segment 5. One of the canals appears on wetlands mappers, but there doesn't appear to be any surface water in either location. Coordination with the canal company will be required for these two crossings.
- Runoff Impacts – The additional impervious area will increase the runoff in the project area.
- NPDES – General Permit – A SWPPP will be required during construction of the project.

The following databases were used to research environmental effects of the project:

- NEPAassist Tool (<https://www.epa.gov/nepa/nepassist>)
- EJSCREEN Tool (<https://www.epa.gov/ejscreen>)
- Web Soil Survey (<http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>)
- Idaho DEQ Underground Storage Tank Database (<http://www2.deq.idaho.gov/waste/ustlust/>)
- Idaho Governor's Office Species Conservation ([https://species.idaho.gov/thr\\_endgr.html](https://species.idaho.gov/thr_endgr.html))

# Eagle Road Corridor

Segment 5 – Franklin to Pine (East Side)



Looking north from the intersection of Eagle Road & Franklin Road



Looking south from the intersection of Eagle Road & Lanark Drive



Eagle Road Corridor  
Segment 5 – Franklin to Pine (East Side)



End of existing sidewalk north of railroad, looking south



Looking north from end of existing sidewalk at Commercial Court



# Eagle Road Corridor

Segment 5 – Franklin to Pine (East Side)



Looking south next to overhead sign over Eagle Road



End of existing sidewalk adjacent to Shell gas station, looking north



Eagle Road Corridor  
Segment 5 – Franklin to Pine (East Side)



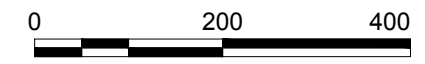
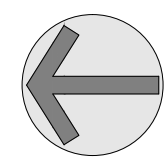
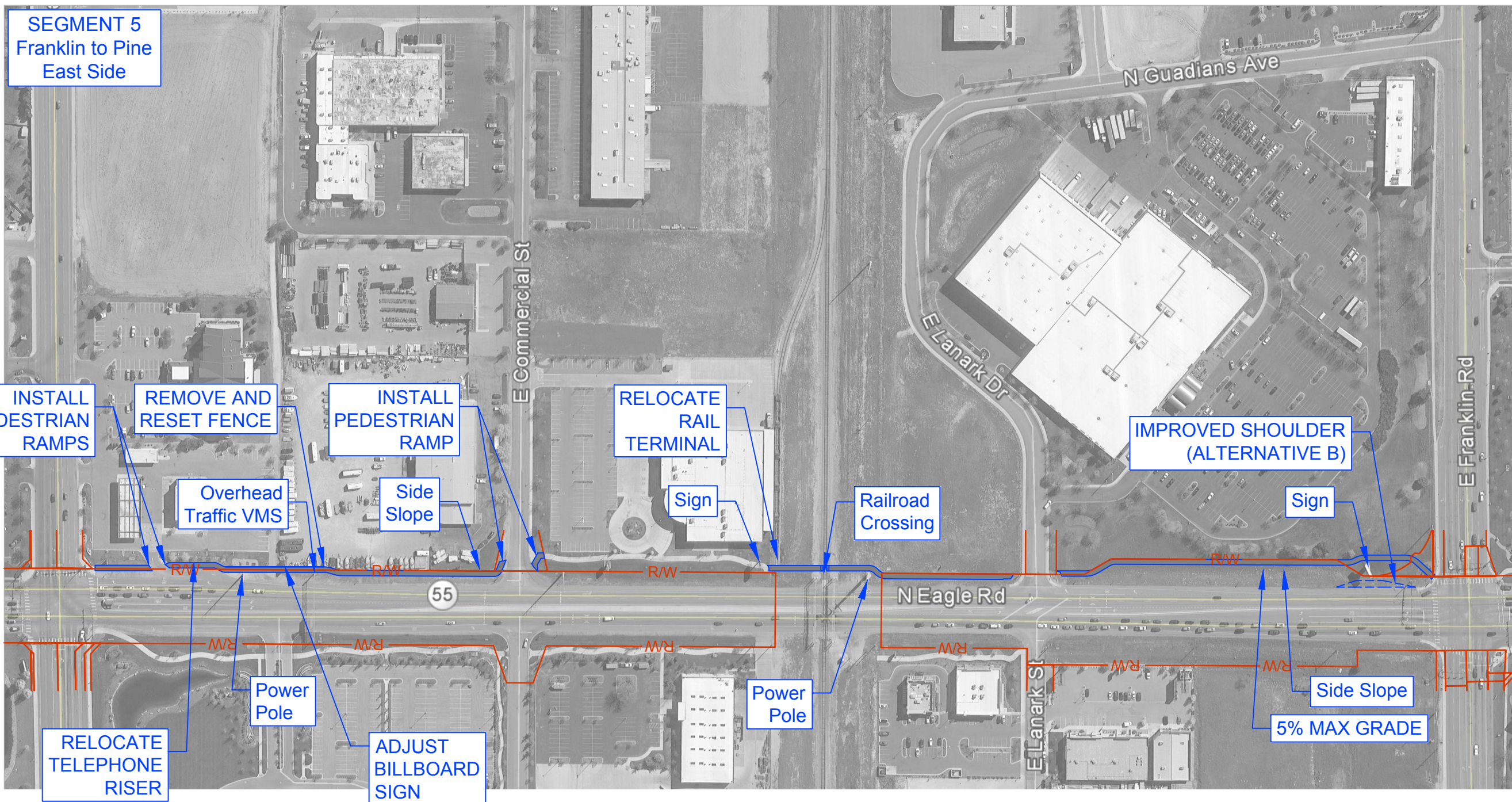
Crossing at entrance to Shell gas station, looking north



Looking south from intersection of Eagle Road & Pine Avenue



C:\Users\agover\appdata\local\temp\AcPublish\_7572\FIG 1.dwg DATE: 09/15/2016 TIME: 11:30:04 AM



**SEGMENT 5**  
Franklin to Pine  
East Side

INSTALL  
PEDESTRIAN  
RAMPS

REMOVE AND  
RESET FENCE

INSTALL  
PEDESTRIAN  
RAMP

RELOCATE  
RAIL  
TERMINAL

IMPROVED SHOULDER  
(ALTERNATIVE B)

Overhead  
Traffic VMS

Side Slope

Sign

Railroad  
Crossing

Sign

RELOCATE  
TELEPHONE  
RISER

Power  
Pole

ADJUST  
BILLBOARD  
SIGN

Power  
Pole

5% MAX GRADE

Side Slope

**Segment 5**  
Franklin Road to Pine Avenue  
East Side of Eagle Road  
September 2, 2016

**PRE-DESIGN**  
**Alternative A: Without Improved Shoulder**

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Removal of Concrete Sidewalk	SY	140	\$ 18.00	\$2,520
Excavation	CY	570	\$ 25.00	\$14,250
Granular Borrow	CY	200	\$ 20.00	\$4,000
3/4" Aggregate Type B for Base	TON	720	\$ 30.00	\$21,600
Concrete Sidewalk	SY	2,300	\$ 40.00	\$92,000
Pedestrian Ramps	EACH	4	\$ 1,500.00	\$6,000
UPRR Crossing (Easement, Install Actuated Pedestrian Gates, Relocate Rail Terminal, Install Concrete Planking)	LS	1	\$ 75,000.00	\$75,000
Adjust Billboard Sign	LS	1	\$ 3,500.00	\$3,500
Remove and Reset Fence	FT	50	\$ 50.00	\$2,500
Pathway Illumination	LS	1	\$ 130,000.00	\$130,000
Survey	LS	1	\$ 4,000.00	\$4,000
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$356,000</b>
Mobilization	%	10%	\$ 35,600	\$35,600
Contingency	%	15%	\$ 58,740	\$58,740
Construction Engineering & Inspection	%	15%	\$ 67,551	\$67,551
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$518,000</b>
Design	%	15%	\$ 77,700	\$77,700
Right-of-Way	LS	1	\$ 95,967	\$95,967
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$692,000</b>



**Segment 5**  
Franklin Road to Pine Avenue  
East Side of Eagle Road  
September 2, 2016

**PRE-DESIGN**  
**Alternative B: With Improved Shoulder**

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Removal of Concrete Sidewalk	SY	140	\$ 18.00	\$2,520
Excavation	CY	570	\$ 25.00	\$14,250
Granular Borrow	CY	200	\$ 20.00	\$4,000
3/4" Aggregate Type B for Base	TON	720	\$ 30.00	\$21,600
Concrete Sidewalk	SY	2,300	\$ 40.00	\$92,000
Pedestrian Ramps	EACH	4	\$ 1,500.00	\$6,000
UPRR Crossing (Easement, Actuated Pedestrian Gates, Relocate Rail Terminal, Install Concrete Planking)	LS	1	\$ 75,000.00	\$75,000
Adjust Billboard Sign	LS	1	\$ 3,500.00	\$3,500
Remove and Reset Fence	FT	50	\$ 50.00	\$2,500
Pathway Illumination	LS	1	\$ 130,000.00	\$130,000
Survey	LS	1	\$ 4,000.00	\$4,000
Improved Shoulder	LS	1	\$ 25,000.00	\$25,000
Traffic Control	LS	1	\$ 5,000.00	\$5,000
<b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>				<b>\$386,000</b>
Mobilization	%	10%	\$ 38,600	\$38,600
Contingency	%	15%	\$ 63,690	\$63,690
Construction Engineering & Inspection	%	15%	\$ 73,244	\$73,244
<b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>				<b>\$562,000</b>
Design	%	15%	\$ 84,300	\$84,300
Right-of-Way	LS	1	\$ 101,967	\$101,967
<b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>				<b>\$749,000</b>



# Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number			Date
Segment 5				7/25/2016
Location				District
Franklin Rd to Pine Ave, East Side				D3
Segment Code	Begin Mile Post	End Mile Post	Length in Miles	
2005	36.943	37.446	0.5	

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		\$78,000
2. Right-of-Way: Number of Parcels 3      Number of Relocations		\$96,000
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		\$21,000
5. Drainage and Minor Structures		
6. Pavement and Base		\$22,000
7. Railroad Crossing:		\$75,000
Grade/Separation Structure <u>none</u>		
At-Grade Signals <input checked="" 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)		
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$238,000
15. Cost of Constructions (Items 3 through 14)		\$356,000
16. Mobilization 10 % of Item 15		\$36,000
17. Construction Engineer and Contingencies 32.5 % of Items 15 and 16		\$127,000
18. Total Construction Cost (15 + 16 + 17)		\$519,000
19. Total Project Cost ( 1 + 2 + 18)		\$693,000
20. Project Cost Per Mile		\$1,386,000

Prepared By:

# Right of Way Cost Estimate

Date: September 15, 2016

Key No: \_\_\_\_\_  
 Project No: Segment 5  
 Project Name: Franklin Rd to Pine Ave, East Side

No. of parcels requiring acquisitions: 3      Number of parcels requiring relocations: 0  
 New Alignment: 0.50 miles      Basic R/W Width: 140.00 ft.  
 Existing Alignment: 0.50 miles      Additional R/W Width: 10.00 ft.

**DIRECT ACQUISITION COSTS:**

**A. Land only**

Agriculture	Irrigated	0.00 acres @	\$0	/acre	=	\$0
	Dry	0.00 acres @	\$0	/acre	=	\$0
	<u>n/a</u>	0.00 acres @	\$0	/acre	=	\$0
Graze	Irrigated	0.00 acres @	\$0	/acre	=	\$0
	Dry	0.00 acres @	\$0	/acre	=	\$0
		0.00 acres @	\$0	/acre	=	\$0
Timber	Income Producing	0.00 acres @	\$0	/acre	=	\$0
	Harvestable	0.00 acres @	\$0	/acre	=	\$0
	Non-Harvestable	0.00 acres @	\$0	/acre	=	\$0
Residential	Developed	0.00 acres @	\$0	/acre	=	\$0
	Undeveloped	0.00 acres @	\$0	/acre	=	\$0
Commercial\Industrial	Developed	0.11 acres @	\$422,532	/acre	=	\$45,978
	Undeveloped	0.00 acres @	\$0	/acre	=	\$0
Damages Anticipated					=	
Miscellaneous					=	

**B. Site Improvements**

Agriculture	No. of Structures	0 @	\$0	(average)	=	\$0
Residential	No. of Structures	0 @	\$0	(average)	=	\$0
Commercial\Industrial	No. of Structures	0 @	\$0	(average)	=	\$0
Damages Anticipated					=	
Miscellaneous					=	

**C. Relocation**

Developed Agriculture	No. Expected	0 @	\$0	(average)	=	\$0
Developed Residential					=	
Single Family	No. Expected	0 @	\$0	(average)	=	\$0
Multi-Family	No. Expected	0 @	\$0	(average)	=	\$0
Developed Comm\Inc	No. Expected	0 @	\$0	(average)	=	\$0
Miscellaneous					=	

**INDIRECT ACQUISITION COSTS:**

Appra./Imp.Agri.	No. Expected	0 @	\$0	(average)	=	\$0
Appra./Imp.Resid.					=	
2685	No. Expected	0 @	\$0	(average)	=	\$0
2288	No. Expected	0 @	\$0	(average)	=	\$0
B & A	No. Expected	0 @	\$0	(average)	=	\$0
Appra./Imp.Com.-Ind.	No. Expected	3 @	\$3,000	(average)	=	\$9,000
Appraisals/Land	No. Expected	0 @	\$0	(average)	=	\$0
Negotiations	No. Expected	3 @	\$3,000	(average)	=	\$9,000
Demolitions	No. Expected	0 @	\$0	(average)	=	\$0
				Sub-Total	=	\$63,978

**INCIDENTALS:**

Estimated as a percentage of overall costs. 50.00 %      \$31,989  
 (Includes Title Costs, Admin. Settle., Legal Settle., Attorney & Court Costs, Property Mngmnt. & Misc.)  
**Total Estimated Project R/W Costs: \$95,967**

Proposed R/W Plans Approval Date:       Projected R/W Expenditure Years:       Construction Year(s):

Estimtd. By: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## 1. Project Information

Key Number	Project Name Eagle Road 10-foot sidewalk, Franklin Rd to Pine Ave, East Side			Temporary Key Number Segment 5
District D3	Work Authority	Funding Year	Route(s) Eagle Road (SH 55)	
Beginning Mile Post(s) 36.943	Ending Mile Post(s) 37.446		Current Project Phase Evaluation Phase	Type of Project Safety

## Program

<p><b>Highway Local</b></p> <input type="checkbox"/> Bridge Local <input type="checkbox"/> Bridge Off System <input type="checkbox"/> STP Local Rural <input type="checkbox"/> STP Local Urban <input checked="" type="checkbox"/> STP Transportation Mgmt. Area <input checked="" type="checkbox"/> TAP Transportation Mgmt. Area <p><b>Highway Other Federal Programs</b></p> <input type="checkbox"/> High Priority (SAFETEA LU) <input type="checkbox"/> High Priority (TEA 21) <input type="checkbox"/> Discretionary Earmarks (carryover) <input type="checkbox"/> Emergency Relief <input type="checkbox"/> Federal Lands Access <input type="checkbox"/> Indian Reservation Roads <input type="checkbox"/> Other Federal Non Formula <p><b>Highway Other State Programs</b></p> <input type="checkbox"/> Federal Non-Participating <input type="checkbox"/> Local Private Partnership	<p><b>Public Transit</b></p> <input type="checkbox"/> Capital <input type="checkbox"/> Operations <p><b>Aeronautics</b></p> <input type="checkbox"/> New Airport Facilities <input type="checkbox"/> Airport Facility Maintenance <input type="checkbox"/> Airport Planning <input type="checkbox"/> Aviation System Planning <p><b>Highway Planning</b></p> <input type="checkbox"/> Metropolitan Planning MPOs <input type="checkbox"/> State Planning and Research <input type="checkbox"/> Systems Planning <p><b>Highway Safety</b></p> <input type="checkbox"/> Rest Area <input type="checkbox"/> Safety Federal Rail <input type="checkbox"/> Safety State Rail <input type="checkbox"/> Safety Statewide	<p><b>Highway Statewide Competitive</b></p> <input type="checkbox"/> CMAQ <input type="checkbox"/> Recreational Trails <input type="checkbox"/> Safe Routes to School <input type="checkbox"/> TAP Urban and Rural <p><b>SHS Bridges</b></p> <input type="checkbox"/> Bridge Preservation <input type="checkbox"/> Bridge Restoration <p><b>SHS Expansion</b></p> <input type="checkbox"/> Early Development <input type="checkbox"/> Expansion <input type="checkbox"/> Formula Debt Service plus Fees and Interest <p><b>SHS Other</b></p> <input type="checkbox"/> State Board Unallocated <input type="checkbox"/> System Support <p><b>SHS Pavements</b></p> <input type="checkbox"/> Pavement Preservation <input type="checkbox"/> Restoration
---	---	---

## 2. Exit Criteria

Evaluation Phase		Development Phase		Implementation Phase
Temporary Key No. Segment 5	Temporary Key No. Date Select	PS&E Package Delivered Select	Contract Awarded Select	Final Voucher Issued Select

## 3. Project Organization Chart

Project Sponsor			
Sponsor Name	External Sponsor <input type="checkbox"/>	External Sponsor Name	Sponsor Contact Info or Email
Project Owner			
Owner Name	External Owner <input type="checkbox"/>	External Owner Name	Owner Contact Info or Email
Project Manager			
Project Manager Name <b>Tom Laws</b>	Project Manager Contact Info or Email <b>(208) 475-2233</b>		



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Stakeholders		
Stakeholder Name	Interest	Contact Information
Ada County Highway District	local agency	Bob Parsley, 208-387-6199
Cable One WV	utility company	Brett Pike, 208-573-5994
CenturyLink	utility company	Cindi Davis, 208-454-4039
City of Meridian Public Works	local agency	Austin Petersen, 208-489-0352
Idaho Power	utility company	Ed Kosydar, 208-388-2747
Intermountain Gas Co	underground utility	Mishelle Singleton, 208-377-6863
Integra Telecom	utility company	Christie Anaya, 208-947-5044
Level 3 Communications	utility company	Pre-design Dept., relo@level3.com
Syringa Networks	utility company	GIS Dept., 800-454-7214
Zayo Fiber	utility company	Adam Moon, 208-514-3453

## 4. Scope and Strategic Objectives

### Project Objective Statement

The objective of this project is to provide continuous 10-foot wide concrete sidewalk along the east side of Eagle Road between Franklin Road and Pine Avenue. The sidewalk will be separated from the roadway and will improve safety and mobility for pedestrians and bicyclists.

### Strategic Objectives

#### Safest Transportation System

- Reduction in injuries and fatalities related to distracted driving
- Increase in seat belt use
- Impact of corridor-safety initiatives and improvements
- Reduction in injuries and fatalities to impaired driving
- Reduction in fatalities
- Reduction in serious injuries

#### Mobility Focused Transportation

- Increase in Idaho gross domestic product
- Increase in the efficiency in which goods are transported
- Increase in jobs and business revenues
- Reduction in travel times for commuting commerce, recreation, and tourism

#### Implement Innovative Practices

- Improvement in performance measures
- Reduction in costs through innovation process improvement and technology
- Increase in customer satisfaction

#### Develop Employees

- Effectiveness of the departments leadership
- Increase in employee productivity
- Individual performance plans linked to the department's strategic goals
- Reduction in Turnover
- Total employee compensation compared to similar markets
- Progress toward the desired organizational culture



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## Scope of Work

- Construct 10-foot concrete sidewalk in the existing gaps and reconstruct the non-compliant sidewalk adjacent to the Shell gas station to the 10-foot standard width. The proposed design achieves the desired 8-foot separation between pavement and pathway along the entire segment, except for 200 feet in front of the Redline rental business that has a 3-foot separation at the narrowest point.
- Install ADA compliant pedestrian ramps at the existing right-in access to the Shell gas station and at the Commercial Street intersection. Curb ramps at the Franklin Road and Pine Ave intersections are scheduled to be replaced to ADA standards as part of CenterCal improvements.
- Coordinate with Union Pacific Railroad (Boise Valley Railroad/Watco) to construct the railroad crossing. Improvements within the railroad right-of-way include installing actuated pedestrian gates and additional planking for the pathway and relocating a rail terminal.
- Design vertical alignment adjacent to RC Willey to ensure a 5 percent maximum pathway grade.
- Negotiate pathway easements with RC Willey, Redline rentals, and Shell gas station.
- Install historical pedestrian light poles at 100-foot intervals on one side of the pathway along the entire segment, with the exception of the pathway in front of Life Church that already has adequate lighting.
- Alternative B: Construct an improved shoulder in front of RC Willey that includes an area for a future bus pullout, loading area, and shelter.

## 5. Environmental Considerations

Project Need				
<b>Primary Need</b> Safety	<b>Secondary Need</b>			
	<input type="checkbox"/> Capacity	<input type="checkbox"/> Safety		
	<input checked="" type="checkbox"/> Deficient-standards	<input type="checkbox"/> System Linkage		
	<input type="checkbox"/> Deficient-structurally	<input type="checkbox"/> Traffic Flow		
	<input checked="" type="checkbox"/> Enhancement	<input type="checkbox"/> Other _____		
	<input type="checkbox"/> Maintenance			
Anticipated Major Environmental Deliverables				
EE/Cat Ex	EA/FONSI	EIS/ROD	Navigable Waters	Storm water
Yes, Cat Ex ITD Approval	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Cultural</b>	<input type="checkbox"/> Archaeological and Historic Survey Report <input type="checkbox"/> Determination of Adverse Effect Report <input type="checkbox"/> Field Survey and or Test Investigations <input type="checkbox"/> Memorandum of Agreement <input type="checkbox"/> Mitigation			
<b>Noise Air Quality and Hazmat</b>	<input type="checkbox"/> Air Quality Report <input type="checkbox"/> Barrier Analysis <input type="checkbox"/> Haz Mat Phase 1		<input type="checkbox"/> Modeling <input type="checkbox"/> Noise Report	
<b>Section 4F</b>	<input type="checkbox"/> Section 4f Deminimus <input type="checkbox"/> Section 4f Evaluation Including Alternatives Analysis			
<b>Miscellaneous</b>	<input type="checkbox"/> Environmental Justice Report <input type="checkbox"/> FAA Airspace Intrusion <input type="checkbox"/> LWCF Recreation Areas 6f Lands Report		<input type="checkbox"/> Prime Farmland Report <input type="checkbox"/> Visual Impact Report	





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

<b>Wetlands Stream Alteration</b>	<input type="checkbox"/> Delineation <input type="checkbox"/> Field Survey <input type="checkbox"/> Mitigation	<input type="checkbox"/> Mitigation Plan <input type="checkbox"/> Permit Application <input type="checkbox"/> Wetland Report (Jurisdictional Determination)
<b>Species and Habitat</b>	<input type="checkbox"/> Biological Assessment <input type="checkbox"/> Wildlife Migratory Birds Mag-Ste Fisheries	<input type="checkbox"/> No Effect Report
<b>Floodway Floodplain</b>	<input type="checkbox"/> Field Survey <input type="checkbox"/> Floodplain Encroachment Permit App <input type="checkbox"/> Floodplain Encroachment Report	<input type="checkbox"/> Sole Source Aquifer Packet <input type="checkbox"/> Floodway Encroachment Report
<b>Environmental Narrative</b>	<p>The project is likely to involve the following environmental considerations and control measures:</p> <ul style="list-style-type: none"> <li>• Stream and Wetland Encroachment – There are two canal crossings within Segment 5. One of the canals appears on wetlands mappers, but there doesn't appear to be any surface water in either location. Coordination with the canal company will be required for these two crossings.</li> <li>• Runoff Impacts – The additional impervious area will increase the runoff in the project area.</li> <li>• NPDES – General Permit – A SWPPP will be required during construction of the project.</li> </ul>	

## 6. Design Standards

<b>Crash History</b>							
Crash Base Rate	Spot Locations that Exceed Base Rate			Crash Rate with Project Limits	Identify HALs (High Accident Locations)		
<b>Design Data</b>							
Design Exception Anticipated			Pavement Width Proposed		Traffic Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		Railroad Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No
Pavement Width Existing		Pavement Width Existing Standard		Proposed Design Vehicle			Design Year
Posted Speed	Design Speed	Traffic ADT Present	Traffic ADT Future	Traffic DHV Present		Traffic DHV Future	
<b>Project Standards</b>							
Project Standards Select	Other Comments						
<b>Additional Design Data - Development Phase</b>							
<b>Proposed Structures</b>							
Proposed Maximum Super Elevation		Vertical Clearance (Rdwy/Q50)		Existing Bridge Sufficiency Rating		Rail Type	
Minimum Curve Radius Proposed		Deck Width (c-c)		Deck Width (o-o)		Design Load	
<b>Additional Design Data</b>							
Maximum Grade Existing	Maximum Grade Proposed	Minimum Curve Radius Existing		Clear Zone Fill		Clear Zone Cut	
Minimum LOS Existing		Minimum LOS Proposed		Access Control Existing		Access Control Proposed	
<b>Traffic Signals</b>							
Existing Location		Proposed Location (Milepost)		Type of Controller		Type of Warrant	



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Railroad Crossing Protection			
Existing Location (Milepost)	Proposed Location (Milepost)	Type of Protection	Type of Warrant

Design Standards - Development Phase	
Project Oversight Select	Design Exception District Engineer Approval Date Select
Design Exception FHWA Approval Date if on NHS Select	Design Exception Committee Date if Applicable Select

## 7. Funding and Cost Summary

Phase	Fiscal Year	Amount
Select		
Select		
Select		
Select		
Select		
Select		
Select		

## 8. Resource Plan and Constraints

Project Constraints		
Scope Constraint Choose an item.	Schedule Constraint Choose an item.	Budget Constraint Choose an item.
Project Constraints Narrative		
Resource Plan		
Project Design Services	Choose an item.	
Narrative		

## 9. True Minimum Milestones

Task WBS	Task Name	Actual Start	Actual Finish	Baseline Start	Baseline Finish
3.20.Z20	CHARTER APPROVAL	Select	Select	Select	Select
3.30.Z30	DESIGN APPROVAL	Select	Select	Select	Select
3.30.Z34	PRELIMINARY DESIGN REVIEW	Select	Select	Select	Select
3.30.Z36	ENVIRONMENTAL DOCUMENT APPROVAL	Select	Select	Select	Select
3.30.Z38	HEARING COMPLETE	Select	Select	Select	Select
3.40.Z41	SITUATION & LAYOUT APPROVAL	Select	Select	Select	Select



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Task WBS	Task Name	Actual Start	Actual Finish	Baseline Start	Baseline Finish
3.40.Z42	INITIATE R/W PURCHASE PROCESS	Select	Select	Select	Select
3.40.Z43	R/W CERTIFIABLE	Select	Select	Select	Select
3.40.Z48	AGREEMENTS COMPLETE	Select	Select	Select	Select
3.40.Z49	FINAL DESIGN REVIEW	Select	Select	Select	Select
3.50.Z50	PS & E SUBMITTAL	Select	Select	Select	Select
3.60.Z55	PROJECT AWARD	Select	Select	Select	Select
4.10.Z75	CONTRACT COMPLETION DATE	Select	Select	Select	Select
4.10.Z80	PROJECT CLOSEOUT COMPLETE	Select	Select	Select	Select
4.20.Z60	CONSTRUCTION START	Select	Select	Select	Select
4.20.Z70	CONSTRUCTION COMPLETION	Select	Select	Select	Select

## 10. Alternatives Analysis

Title	Location	Description

## 11. Design Exceptions

Title	NHS <input type="checkbox"/>	District Engineer	District Engineer Approval <input type="checkbox"/>	District Engineer Approval Date Select
Committee Approval Date Select	FHWA Name		FHWA Approval <input type="checkbox"/>	FHWA Approval Date Select

## 12. Change Requests

Title	Request Date Select	Request No.	Request Description
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality Request Results Select
Request Comments			
Title	Request Date Select	Request No.	Request Description
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality Request Results Select
Request Comments			
Title	Request Date Select	Request No.	Request Description





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Reason for Change	Impact to Schedule, Scope, Budget	Impact to Resources, Risks, Quality	Request Results Select
Request Comments			
Title	Request Date Select	Request No.	Request Description
Reason for Change	Impact to Schedule, Scope, Budget	Impact to Resources, Risks, Quality	Request Results Select
Request Comments			
Title	Request Date Select	Request No.	Request Description
Reason for Change	Impact to Schedule, Scope, Budget	Impact to Resources, Risks, Quality	Request Results Select
Request Comments			

## 13. Lessons Learned

Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Action Plan	
-------------	--

## 14. Issues

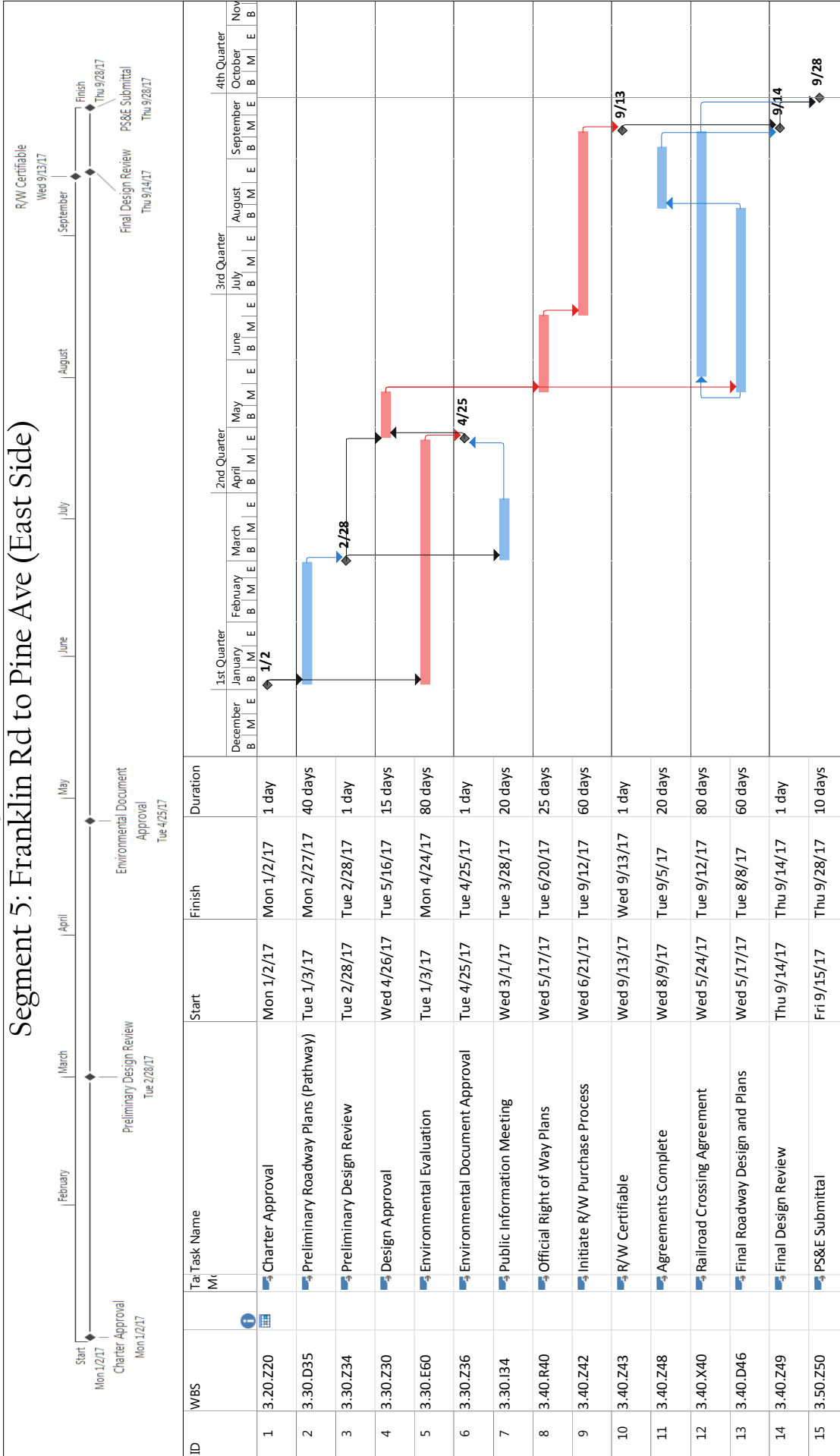
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					

## 15. Risks

Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					

# Preliminary Construction Schedule

## Segment 5: Franklin Rd to Pine Ave (East Side)



Task	Inactive Milestone	Inactive Summary	Manual Task	Duration-only	Manual Summary Rollup	Manual Summary
Task						
Split						
Milestone						
Summary						
Project Summary						
Inactive Task						





# Eagle Road Corridor Multi-Use Pathway

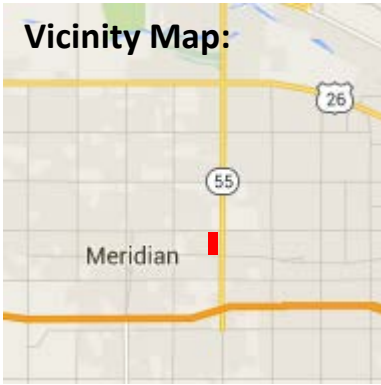
Segment 8 – Pine Avenue to Fairview Avenue  
(West Side)



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

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<b>Project:</b>			<b>Segment 8</b>
<b>Pine Ave to Fairview Ave, West Side</b>			
Route:	County	City (nearest)	District
Eagle Road (SH 55)	Ada	Meridian	3
Beginning Milepost	Ending Milepost	Length (miles)	
37.446	37.945	0.5	
Location Notes:			
West side of Eagle Rd, from Pine Avenue to Fairview Avenue			



**BACKGROUND**

Blue Cross of Idaho, Legacy Smiles Family Dental, Simmons Fine Jewelry, Wendy’s, Starbucks, FedEx, Red Robin, and Krispy Kreme front this segment of Eagle Road from Pine Avenue to Fairview Avenue. Other nearby attractors include Scentsy (to the south), a large shopping center (on the east side of Eagle Road), and the Village at Meridian (to the north). The nearest school is River Valley Elementary, a half-mile to the north. Pine Avenue, at the south end of the segment, is a major east-west bicycle corridor.

There are currently no sidewalks or pathways along the west side of Eagle Road between Pine Avenue and Fairview Avenue.

This segment was prioritized for pathway improvements because pathways are absent along the entire segment. The segment was also considered to be relatively easy to construct compared to other segments, and was considered to have low potential for pathway installation by private developers.

**RECOMMENDED PROJECT**

Construct a 10-foot-wide concrete multi-use pathway along the entire segment. Provide an eight-foot separation between pavement and pathway.

<b>Eagle Road Traffic and Safety Data:</b>		<b>Cost Estimate:</b>	
AADT (2015)	48,500 vehicles/day	Preliminary Engineering	\$86,000
Total Crashes (2010-2014)	342 crashes	Right-of-Way	\$391,000
Bike/Ped Crashes (2010-2014)	4 crashes	Construction	\$570,000
Strava™ Trips (2014)	30 trips	<b>Total Estimated Cost</b>	<b>\$1,047,000</b>



## SCOPE OF WORK

The recommended scope of work for the multi-use pathway project is as follows:

- Construct 10-foot wide concrete sidewalk along the entire segment. The proposed design achieves the desired eight-foot separation between pavement and pathway along the entire segment.
- Install ADA compliant pedestrian ramps at the existing parking lot access near Red Robin and at the Florence Street intersection. Curb ramps at the Pine Ave and Fairview Avenue intersections are scheduled to be replaced to ADA standards as part of CenterCal improvements.
- Negotiate pathway easements on all nine parcels along the segment.
- Install historical pedestrian light poles at 100-foot intervals on one side of the pathway along the entire segment.
- Alternative B: Construct an improved shoulder in front of Red Robin that includes an area for a future bus pullout, loading area, and shelter.

## ENVIRONMENTAL CONSIDERATIONS

The project is likely to involve the following environmental considerations and control measures:

- Stream and Wetland Encroachment – There are two canal crossings within Segment 8. One is shown as a wetland, and the other is an unnamed stream. Neither appear to have surface water within the project limits. Coordination with the canal company will be required.
- Runoff Impacts – The additional impervious area will increase the runoff in the project area.
- NPDES – General Permit – A SWPPP will be required during construction of the project.
- Sediment – Erosion Control Plan – This will be required during construction of the project.

The following databases were used to research environmental effects of the project:

- NEPAassist Tool (<https://www.epa.gov/nepa/nepassist>)
- EJSCREEN Tool (<https://www.epa.gov/ejscreen>)
- Web Soil Survey (<http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>)
- Idaho DEQ Underground Storage Tank Database (<http://www2.deq.idaho.gov/waste/ustlust/>)
- Idaho Governor’s Office Species Conservation ([https://species.idaho.gov/thr\\_endgr.html](https://species.idaho.gov/thr_endgr.html))



# Eagle Road Corridor

Segment 8 – Pine to Fairview (West Side)



Looking north from the intersection of Eagle Road & Pine Avenue



Looking south adjacent to Blue Cross of Idaho



# Eagle Road Corridor

Segment 8 – Pine to Fairview (West Side)



Looking north adjacent to Blue Cross of Idaho



Looking north at the intersection of Eagle Road & Florence Street



Eagle Road Corridor  
Segment 8 – Pine to Fairview (West Side)



Looking north at the Red Robin access



Looking south from the intersection of Eagle Road & Fairview Avenue





**Segment 8**  
Pine Avenue to Fairview Avenue  
West Side of Eagle Road  
September 2, 2016

**PRE-DESIGN**  
**Alternative A: Without Improved Shoulder**

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Removal of Trees	EACH	10	\$ 500.00	\$5,000
Removal of Concrete Sidewalk	SY	40	\$ 18.00	\$720
Relocate Sign	EACH	5	\$ 6,000.00	\$30,000
Relocate Irrigation Box	EACH	1	\$ 5,000.00	\$5,000
Relocate Irrigation Valve Control Box	EACH	3	\$ 2,500.00	\$7,500
Relocate Telephone Riser	EACH	1	\$ 2,000.00	\$2,000
Relocate Power Vault	EACH	2	\$ 10,000.00	\$20,000
Excavation	CY	620	\$ 25.00	\$15,500
Granular Borrow	CY	60	\$ 25.00	\$1,500
3/4" Aggregate Type B for Base	TON	890	\$ 30.00	\$26,700
Concrete Sidewalk	SY	2,900	\$ 40.00	\$116,000
Pedestrian Ramps	EACH	4	\$ 1,500.00	\$6,000
Pathway Illumination	LS	1	\$ 150,000.00	\$150,000
Survey	LS	1	\$ 4,000.00	\$4,000
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$390,000</b>
Mobilization	%	10%	\$ 39,000	\$39,000
Contingency	%	15%	\$ 64,350	\$64,350
Construction Engineering & Inspection	%	15%	\$ 74,003	\$74,003
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$568,000</b>
Design	%	15%	\$ 85,200	\$85,200
Right-of-Way	LS	1	\$ 390,600	\$390,600
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$1,044,000</b>



**Segment 8**  
Pine Avenue to Fairview Avenue  
West Side of Eagle Road  
September 2, 2016

**PRE-DESIGN**  
**Alternative B: With Improved Shoulder**

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Removal of Trees	EACH	10	\$ 500.00	\$5,000
Removal of Concrete Sidewalk	SY	40	\$ 18.00	\$720
Relocate Sign	EACH	5	\$ 6,000.00	\$30,000
Relocate Irrigation Box	EACH	1	\$ 5,000.00	\$5,000
Relocate Irrigation Valve Control Box	EACH	3	\$ 2,500.00	\$7,500
Relocate Telephone Riser	EACH	1	\$ 2,000.00	\$2,000
Relocate Power Vault	EACH	2	\$ 10,000.00	\$20,000
Excavation	CY	620	\$ 25.00	\$15,500
Granular Borrow	CY	60	\$ 25.00	\$1,500
3/4" Aggregate Type B for Base	TON	890	\$ 30.00	\$26,700
Concrete Sidewalk	SY	2,900	\$ 40.00	\$116,000
Pedestrian Ramps	EACH	4	\$ 1,500.00	\$6,000
Pathway Illumination	LS	1	\$ 150,000.00	\$150,000
Survey	LS	1	\$ 4,000.00	\$4,000
Improved Shoulder	LS	1	\$ 25,000.00	\$25,000
Traffic Control	LS	1	\$ 5,000.00	\$5,000
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$420,000</b>
Mobilization	%	10%	\$ 42,000	\$42,000
Contingency	%	15%	\$ 69,300	\$69,300
Construction Engineering & Inspection	%	15%	\$ 79,695	\$79,695
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$611,000</b>
Design	%	15%	\$ 91,650	\$91,650
Right-of-Way	LS	1	\$ 402,600	\$402,600
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$1,106,000</b>



# Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number			Date
Segment 8				7/25/2016
Location				District
Pine Ave to Fairview Ave, West Side				D3
Segment Code	Begin Mile Post	End Mile Post	Length in Miles	
2005	37.446	37.945	0.5	

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		\$86,000
2. Right-of-Way: Number of Parcels 9      Number of Relocations		\$391,000
3. Utility Adjustments: <input checked="" type="checkbox"/> Work <input checked="" type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		\$35,000
4. Earthwork		\$23,000
5. Drainage and Minor Structures		
6. Pavement and Base		\$27,000
7. Railroad Crossing:		
Grade/Separation Structure <u>none</u>		
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)		
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$306,000
15. Cost of Constructions (Items 3 through 14)		\$391,000
16. Mobilization 10 % of Item 15		\$39,000
17. Construction Engineer and Contingencies 32.5 % of Items 15 and 16		\$140,000
18. Total Construction Cost (15 + 16 + 17)		\$570,000
19. Total Project Cost ( 1 + 2 + 18)		\$1,047,000
20. Project Cost Per Mile		\$2,094,000

Prepared By:

# Right of Way Cost Estimate

Date: September 15, 2016

Key No: \_\_\_\_\_  
 Project No: Segment 8  
 Project Name: Pine Ave to Fairview Ave, West Side

No. of parcels requiring acquisitions: 9      Number of parcels requiring relocations: 0  
 New Alignment: 0.50 miles      Basic R/W Width: 140.00 ft.  
 Existing Alignment: 0.50 miles      Additional R/W Width: 12.00 ft.

**DIRECT ACQUISITION COSTS:**

**A. Land only**

Agriculture	Irrigated	0.00 acres @	\$0	/acre	=	\$0
	Dry	0.00 acres @	\$0	/acre	=	\$0
	<u>n/a</u>	0.00 acres @	\$0	/acre	=	\$0
Graze	Irrigated	0.00 acres @	\$0	/acre	=	\$0
	Dry	0.00 acres @	\$0	/acre	=	\$0
		0.00 acres @	\$0	/acre	=	\$0
Timber	Income Producing	0.00 acres @	\$0	/acre	=	\$0
	Harvestable	0.00 acres @	\$0	/acre	=	\$0
	Non-Harvestable	0.00 acres @	\$0	/acre	=	\$0
Residential	Developed	0.00 acres @	\$0	/acre	=	\$0
	Undeveloped	0.00 acres @	\$0	/acre	=	\$0
Commercial\Industrial	Developed	0.55 acres @	\$374,616	/acre	=	\$206,400
	Undeveloped	0.00 acres @	\$0	/acre	=	\$0
Damages Anticipated					=	
Miscellaneous					=	

**B. Site Improvements**

Agriculture	No. of Structures	0	@	\$0	(average)	=	\$0
Residential	No. of Structures	0	@	\$0	(average)	=	\$0
Commercial\Industrial	No. of Structures	0	@	\$0	(average)	=	\$0
Damages Anticipated						=	
Miscellaneous						=	

**C. Relocation**

Developed Agriculture	No. Expected	0	@	\$0	(average)	=	\$0
Developed Residential						=	
Single Family	No. Expected	0	@	\$0	(average)	=	\$0
Multi-Family	No. Expected	0	@	\$0	(average)	=	\$0
Developed Comm\Inc	No. Expected	0	@	\$0	(average)	=	\$0
Miscellaneous						=	

**INDIRECT ACQUISITION COSTS:**

Appra./Imp.Agri.	No. Expected	0	@	\$0	(average)	=	\$0
Appra./Imp.Resid.						=	
2685	No. Expected	0	@	\$0	(average)	=	\$0
2288	No. Expected	0	@	\$0	(average)	=	\$0
B & A	No. Expected	0	@	\$0	(average)	=	\$0
Appra./Imp.Com.-Ind.	No. Expected	9	@	\$3,000	(average)	=	\$27,000
Appraisals/Land	No. Expected	0	@	\$0	(average)	=	\$0
Negotiations	No. Expected	9	@	\$3,000	(average)	=	\$27,000
Demolitions	No. Expected	0	@	\$0	(average)	=	\$0
					Sub-Total	=	\$260,400

**INCIDENTALS:**

Estimated as a percentage of overall costs. 50.00 %      \$130,200  
 (Includes Title Costs, Admin. Settle., Legal Settle., Attorney & Court Costs, Property Mngmnt. & Misc.)  
**Total Estimated Project R/W Costs: \$390,600**

Proposed R/W Plans Approval Date:       Projected R/W Expenditure Years:       Construction Year(s):

Estimtd. By: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## 1. Project Information

Key Number	Project Name Eagle Road 10-foot sidewalk, Pine Ave to Fairview Avenue, West Side			Temporary Key Number Segment 8
District D3	Work Authority	Funding Year	Route(s) Eagle Road (SH 55)	
Beginning Mile Post(s) 37.446	Ending Mile Post(s) 37.945		Current Project Phase Evaluation Phase	Type of Project Safety

## Program

<p><b>Highway Local</b></p> <input type="checkbox"/> Bridge Local <input type="checkbox"/> Bridge Off System <input type="checkbox"/> STP Local Rural <input type="checkbox"/> STP Local Urban <input checked="" type="checkbox"/> STP Transportation Mgmt. Area <input checked="" type="checkbox"/> TAP Transportation Mgmt. Area <p><b>Highway Other Federal Programs</b></p> <input type="checkbox"/> High Priority (SAFETEA LU) <input type="checkbox"/> High Priority (TEA 21) <input type="checkbox"/> Discretionary Earmarks (carryover) <input type="checkbox"/> Emergency Relief <input type="checkbox"/> Federal Lands Access <input type="checkbox"/> Indian Reservation Roads <input type="checkbox"/> Other Federal Non Formula <p><b>Highway Other State Programs</b></p> <input type="checkbox"/> Federal Non-Participating <input type="checkbox"/> Local Private Partnership	<p><b>Public Transit</b></p> <input type="checkbox"/> Capital <input type="checkbox"/> Operations <p><b>Aeronautics</b></p> <input type="checkbox"/> New Airport Facilities <input type="checkbox"/> Airport Facility Maintenance <input type="checkbox"/> Airport Planning <input type="checkbox"/> Aviation System Planning <p><b>Highway Planning</b></p> <input type="checkbox"/> Metropolitan Planning MPOs <input type="checkbox"/> State Planning and Research <input type="checkbox"/> Systems Planning <p><b>Highway Safety</b></p> <input type="checkbox"/> Rest Area <input type="checkbox"/> Safety Federal Rail <input type="checkbox"/> Safety State Rail <input type="checkbox"/> Safety Statewide	<p><b>Highway Statewide Competitive</b></p> <input type="checkbox"/> CMAQ <input type="checkbox"/> Recreational Trails <input type="checkbox"/> Safe Routes to School <input type="checkbox"/> TAP Urban and Rural <p><b>SHS Bridges</b></p> <input type="checkbox"/> Bridge Preservation <input type="checkbox"/> Bridge Restoration <p><b>SHS Expansion</b></p> <input type="checkbox"/> Early Development <input type="checkbox"/> Expansion <input type="checkbox"/> Formula Debt Service plus Fees and Interest <p><b>SHS Other</b></p> <input type="checkbox"/> State Board Unallocated <input type="checkbox"/> System Support <p><b>SHS Pavements</b></p> <input type="checkbox"/> Pavement Preservation <input type="checkbox"/> Restoration
---	---	---

## 2. Exit Criteria

Evaluation Phase		Development Phase		Implementation Phase
Temporary Key No. Segment 8	Temporary Key No. Date Select	PS&E Package Delivered Select	Contract Awarded Select	Final Voucher Issued Select

## 3. Project Organization Chart

Project Sponsor			
Sponsor Name	External Sponsor <input type="checkbox"/>	External Sponsor Name	Sponsor Contact Info or Email
Project Owner			
Owner Name	External Owner <input type="checkbox"/>	External Owner Name	Owner Contact Info or Email
Project Manager			
Project Manager Name <b>Tom Laws</b>	Project Manager Contact Info or Email <b>(208) 475-2233</b>		



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Stakeholders		
Stakeholder Name	Interest	Contact Information
Ada County Highway District	local agency	Bob Parsley, 208-387-6199
Cable One WV	utility company	Brett Pike, 208-573-5994
CenturyLink	utility company	Cindi Davis, 208-454-4039
City of Meridian Public Works	local agency	Austin Petersen, 208-489-0352
Idaho Power	utility company	Ed Kosydar, 208-388-2747
Intermountain Gas Co	underground utility	Mishelle Singleton, 208-377-6863
Integra Telecom	utility company	Christie Anaya, 208-947-5044
Level 3 Communications	utility company	Pre-design Dept., relo@level3.com
Syringa Networks	utility company	GIS Dept., 800-454-7214
Zayo Fiber	utility company	Adam Moon, 208-514-3453
AT & T	utility company	Rob Williamson, 208-338-2816
Settlers Irrigation District	canal company	Oren Morgan, 208-870-4292

## 4. Scope and Strategic Objectives

### Project Objective Statement

The objective of this project is to provide continuous 10-foot wide concrete sidewalk along the west side of Eagle Road between Pine Avenue and Fairview Avenue. The sidewalk will be separated from the roadway and will improve safety and mobility for pedestrians and bicyclists.

### Strategic Objectives

#### Safest Transportation System

- Reduction in injuries and fatalities related to distracted driving
- Increase in seat belt use
- Impact of corridor-safety initiatives and improvements
- Reduction in injuries and fatalities to impaired driving
- Reduction in fatalities
- Reduction in serious injuries

#### Mobility Focused Transportation

- Increase in Idaho gross domestic product
- Increase in the efficiency in which goods are transported
- Increase in jobs and business revenues
- Reduction in travel times for commuting commerce, recreation, and tourism

#### Implement Innovative Practices

- Improvement in performance measures
- Reduction in costs through innovation process improvement and technology
- Increase in customer satisfaction

#### Develop Employees

- Effectiveness of the departments leadership
- Increase in employee productivity
- Individual performance plans linked to the department's strategic goals
- Reduction in Turnover
- Total employee compensation compared to similar markets
- Progress toward the desired organizational culture



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## Scope of Work

- **Construct 10-foot wide concrete sidewalk along the entire segment. The proposed design achieves the desired 8-foot separation between pavement and pathway along the entire segment.**
- **Install ADA compliant pedestrian ramps at the existing parking lot access near Red Robin and at the Florence Street intersection. Curb ramps at the Pine Ave and Fairview Ave intersections are scheduled to be replaced to ADA standards as part of CenterCal improvements.**
- **Negotiate pathway easements on all nine parcels along the segment.**
- **Install historical pedestrian light poles at 100-foot intervals on one side of the pathway along the entire segment.**
- **Alternative B: Construct an improved shoulder in front of Red Robin that includes an area for a future bus pullout, loading area, and shelter.**

## 5. Environmental Considerations

Project Need				
<b>Primary Need</b> Safety	<b>Secondary Need</b>			
	<input type="checkbox"/> Capacity	<input type="checkbox"/> Safety		
	<input checked="" type="checkbox"/> Deficient-standards	<input type="checkbox"/> System Linkage		
	<input type="checkbox"/> Deficient-structurally	<input type="checkbox"/> Traffic Flow		
	<input checked="" type="checkbox"/> Enhancement	<input type="checkbox"/> Other _____		
	<input type="checkbox"/> Maintenance			
Anticipated Major Environmental Deliverables				
EE/Cat Ex	EA/FONSI	EIS/ROD	Navigable Waters	Storm water
Yes, Cat Ex ITD Approval	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Cultural</b>	<input type="checkbox"/> Archaeological and Historic Survey Report <input type="checkbox"/> Determination of Adverse Effect Report <input type="checkbox"/> Field Survey and or Test Investigations <input type="checkbox"/> Memorandum of Agreement <input type="checkbox"/> Mitigation			
<b>Noise Air Quality and Hazmat</b>	<input type="checkbox"/> Air Quality Report <input type="checkbox"/> Barrier Analysis <input type="checkbox"/> Haz Mat Phase 1		<input type="checkbox"/> Modeling <input type="checkbox"/> Noise Report	
<b>Section 4F</b>	<input type="checkbox"/> Section 4f Deminimus <input type="checkbox"/> Section 4f Evaluation Including Alternatives Analysis			
<b>Miscellaneous</b>	<input type="checkbox"/> Environmental Justice Report <input type="checkbox"/> FAA Airspace Intrusion <input type="checkbox"/> LWCF Recreation Areas 6f Lands Report		<input type="checkbox"/> Prime Farmland Report <input type="checkbox"/> Visual Impact Report	
<b>Wetlands Stream Alteration</b>	<input type="checkbox"/> Delineation <input type="checkbox"/> Field Survey <input type="checkbox"/> Mitigation		<input type="checkbox"/> Mitigation Plan <input type="checkbox"/> Permit Application <input type="checkbox"/> Wetland Report (Jurisdictional Determination)	
<b>Species and Habitat</b>	<input type="checkbox"/> Biological Assessment <input type="checkbox"/> Wildlife Migratory Birds Mag-Ste Fisheries		<input type="checkbox"/> No Effect Report	



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

<b>Floodway Floodplain</b>	<input type="checkbox"/> Field Survey <input type="checkbox"/> Floodplain Encroachment Permit App <input type="checkbox"/> Floodplain Encroachment Report	<input type="checkbox"/> Sole Source Aquifer Packet <input type="checkbox"/> Floodway Encroachment Report
<b>Environmental Narrative</b>	<p>The project is likely to involve the following environmental considerations and control measures:</p> <ul style="list-style-type: none"> <li>• Stream and Wetland Encroachment – There are two canal crossings within Segment 8. One is shown as a wetland, and the other is an unnamed stream. Neither appear to have surface water within the project limits. Coordination with the canal company will be required.</li> <li>• Runoff Impacts – The additional impervious area will increase the runoff in the project area.</li> <li>• NPDES – General Permit – A SWPPP will be required during construction of the project.</li> <li>• Sediment – Erosion Control Plan – This will be required during construction of the project.</li> </ul>	

## 6. Design Standards

Crash History							
Crash Base Rate		Spot Locations that Exceed Base Rate		Crash Rate with Project Limits		Identify HALs (High Accident Locations)	
Design Data							
Design Exception Anticipated			Pavement Width Proposed			Traffic Signals <input type="checkbox"/> Yes <input type="checkbox"/> No	Railroad Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No
Pavement Width Existing		Pavement Width Existing Standard		Proposed Design Vehicle			Design Year
Posted Speed	Design Speed	Traffic ADT Present	Traffic ADT Future	Traffic DHV Present		Traffic DHV Future	
Project Standards							
Project Standards Select		Other Comments					
Additional Design Data - Development Phase							
Proposed Structures							
Proposed Maximum Super Elevation		Vertical Clearance (Rdwy/Q50)		Existing Bridge Sufficiency Rating		Rail Type	
Minimum Curve Radius Proposed		Deck Width (c-c)		Deck Width (o-o)		Design Load	
Additional Design Data							
Maximum Grade Existing	Maximum Grade Proposed		Minimum Curve Radius Existing		Clear Zone Fill		Clear Zone Cut
Minimum LOS Existing		Minimum LOS Proposed		Access Control Existing		Access Control Proposed	
Traffic Signals							
Existing Location		Proposed Location (Milepost)		Type of Controller		Type of Warrant	
Railroad Crossing Protection							
Existing Location (Milepost)		Proposed Location (Milepost)		Type of Protection		Type of Warrant	





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

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Design Standards - Development Phase			
Project Oversight	Design Exception District Engineer Approval Date		
Select	Select		
Design Exception FHWA Approval Date if on NHS	Design Exception Committee Date if Applicable		
Select	Select		

## 7. Funding and Cost Summary

Phase	Fiscal Year	Amount
Select		
Select		
Select		
Select		
Select		
Select		
Select		

## 8. Resource Plan and Constraints

Project Constraints		
Scope Constraint	Schedule Constraint	Budget Constraint
Choose an item.	Choose an item.	Choose an item.
Project Constraints Narrative		
Resource Plan		
Project Design Services	Choose an item.	
Narrative		

## 9. True Minimum Milestones

Task WBS	Task Name	Actual Start	Actual Finish	Baseline Start	Baseline Finish
3.20.Z20	CHARTER APPROVAL	Select	Select	Select	Select
3.30.Z30	DESIGN APPROVAL	Select	Select	Select	Select
3.30.Z34	PRELIMINARY DESIGN REVIEW	Select	Select	Select	Select
3.30.Z36	ENVIRONMENTAL DOCUMENT APPROVAL	Select	Select	Select	Select
3.30.Z38	HEARING COMPLETE	Select	Select	Select	Select
3.40.Z41	SITUATION & LAYOUT APPROVAL	Select	Select	Select	Select
3.40.Z42	INITIATE R/W PURCHASE PROCESS	Select	Select	Select	Select



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Task WBS	Task Name	Actual Start	Actual Finish	Baseline Start	Baseline Finish
3.40.Z43	R/W CERTIFIABLE	Select	Select	Select	Select
3.40.Z48	AGREEMENTS COMPLETE	Select	Select	Select	Select
3.40.Z49	FINAL DESIGN REVIEW	Select	Select	Select	Select
3.50.Z50	PS & E SUBMITTAL	Select	Select	Select	Select
3.60.Z55	PROJECT AWARD	Select	Select	Select	Select
4.10.Z75	CONTRACT COMPLETION DATE	Select	Select	Select	Select
4.10.Z80	PROJECT CLOSEOUT COMPLETE	Select	Select	Select	Select
4.20.Z60	CONSTRUCTION START	Select	Select	Select	Select
4.20.Z70	CONSTRUCTION COMPLETION	Select	Select	Select	Select

## 10. Alternatives Analysis

Title	Location	Description

## 11. Design Exceptions

Title	NHS <input type="checkbox"/>	District Engineer	District Engineer Approval <input type="checkbox"/>	District Engineer Approval Date Select
Committee Approval Date Select	FHWA Name		FHWA Approval <input type="checkbox"/>	FHWA Approval Date Select

## 12. Change Requests

Title	Request Date Select	Request No.	Request Description
Reason for Change	Impact to Schedule, Scope, Budget	Impact to Resources, Risks, Quality	Request Results Select
Request Comments			
Title	Request Date Select	Request No.	Request Description
Reason for Change	Impact to Schedule, Scope, Budget	Impact to Resources, Risks, Quality	Request Results Select
Request Comments			
Title	Request Date Select	Request No.	Request Description
Reason for Change	Impact to Schedule, Scope, Budget	Impact to Resources, Risks, Quality	Request Results



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

				Select
Request Comments				
Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments				
Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments				

## 13. Lessons Learned

Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		
Title	Project Type Select	Project Phase Select
What Worked Well	What Could Be Done Differently	
Action Plan		





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Action Plan

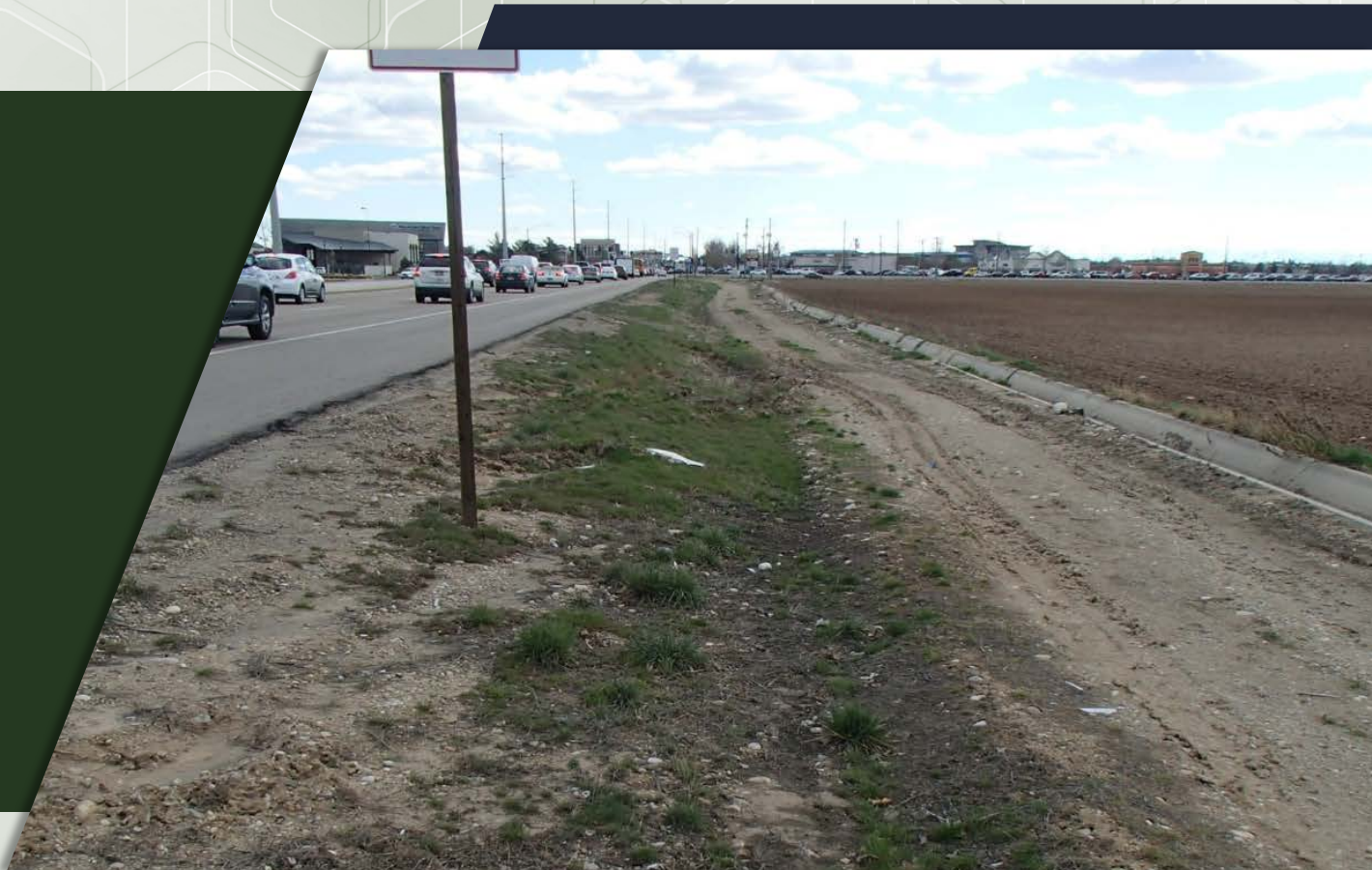
## 14. Issues

Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					

## 15. Risks

Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					





# Eagle Road Corridor Multi-Use Pathway

Segment 10 – Fairview Avenue to River Valley Street  
(West Side)

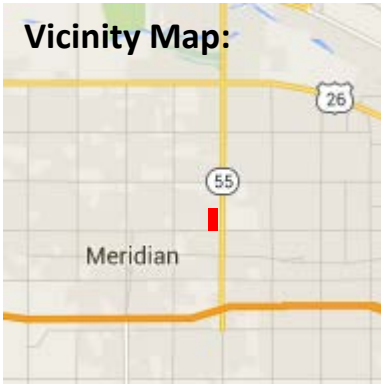


**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho



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<b>Project:</b>			<b>Segment 10</b>
<b>Fairview Ave to River Valley St, West Side</b>			
Route:	County	City (nearest)	District
Eagle Road (SH 55)	Ada	Meridian	3
Beginning Milepost	Ending Milepost	Length (miles)	
37.945	38.434	0.5	
Location Notes:			
West side of Eagle Rd, from Fairview Ave to River Valley St			



**BACKGROUND**

The parcels adjacent to this segment of Eagle Road are irrigated fields for agricultural use. Nearby attractors include the Village at Meridian and Julius M. Kleiner Memorial Park (on the east side of Eagle Road), and River Valley Elementary School (immediately north of the segment). The intersection of Eagle Road and Fairview Avenue is the busiest intersection in Idaho, and is located on the south end of the segment.

There are currently no sidewalks or pathways along the west side of Eagle Road between Fairview Avenue and River Valley Street. Across the street adjacent to the Village, there is already a continuous pathway that meets the desired separated, 10-foot wide standard.

This segment was prioritized for pathway improvements because pathways are absent along the entire segment, and because of its close proximity to River Valley Elementary School. The segment was also considered to be relatively cost-effective and easy to construct compared to other segments. Pathway installation by private developers was considered likely, but not in the immediate future due to high land value.

**RECOMMENDED PROJECT**

Construct a 10-foot-wide concrete multi-use pathway along the entire segment. Provide an eight-foot separation between pavement and pathway.

<b>Eagle Road Traffic and Safety Data:</b>		<b>Cost Estimate:</b>	
AADT (2015)	48,000 vehicles/day	Preliminary Engineering	\$67,000
Total Crashes (2010-2014)	254 crashes	Right-of-Way	\$0
Bike/Ped Crashes (2010-2014)	1 crash	Construction	\$448,000
Strava™ Trips (2014)	27 trips	<b>Total Estimated Cost</b>	<b>\$515,000</b>

### SCOPE OF WORK

The recommended scope of work for the multi-use pathway project is as follows:

- Construct 10-foot wide concrete sidewalk along the entire segment. The proposed design achieves the desired eight-foot separation between pavement and pathway along the entire segment.
- Match the existing asphalt grade at each of the three existing rural approaches along the segment.
- Although the proposed pathway alignment lies in existing private property, no easements or right-of-way acquisition are required. The proposed pathway will be constructed in an approximate 12-foot strip of right-of-way that is scheduled to be acquired as part of the CenterCal improvements.
- Install historical pedestrian light poles at 100-foot intervals on one side of the pathway along the entire segment.
- Special use agreements may be needed for land owner access and use of pathway for irrigation purposes.
- Alternative B: Construct an improved shoulder at the north end of the segment that includes an area for a future bus pullout, loading area, and shelter.

### ENVIRONMENTAL CONSIDERATIONS

The project is likely to involve the following environmental considerations and control measures:

- Prime Farmland – The figure below shows areas of potential prime farmland, as listed in the current U.S. Dept. of Agriculture (USDA) Natural Resources Conservation Services (NRCS) database. NRCS defines all soils in the project area as potential prime farmland if certain remediation efforts (irrigation, removal of excess salts, draining) were to occur.



However, this parcel has been annexed into Meridian city limits and are zoned General Retail & Service Commercial (C-G). This will likely require only limited coordination with USDA and Idaho Department of Agriculture. During implementation, the prime farmland designation may need to be addressed further.



## Eagle Road Corridor

### Segment 10 – Fairview to River Valley (West Side)

- Runoff Impacts – The additional impervious area will increase the runoff in the project area.
- NPDES – General Permit – A SWPPP will be required during construction of the project.

The following databases were used to research environmental effects of the project:

- NEPAassist Tool (<https://www.epa.gov/nepa/nepassist>)
- EJSCREEN Tool (<https://www.epa.gov/ejscreen>)
- Web Soil Survey (<http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>)
- Idaho DEQ Underground Storage Tank Database (<http://www2.deq.idaho.gov/waste/ustlust/>)
- Idaho Governor’s Office Species Conservation ([https://species.idaho.gov/thr\\_endgr.html](https://species.idaho.gov/thr_endgr.html))

# Eagle Road Corridor

Segment 10 – Fairview to River Valley (West Side)



Looking north from the intersection of Eagle Road & Fairview Avenue



Looking south at the intersection Eagle Road & Fairview Avenue



# Eagle Road Corridor

Segment 10 – Fairview to River Valley (West Side)



Looking north across from Village Drive



Looking north at an unnamed approach



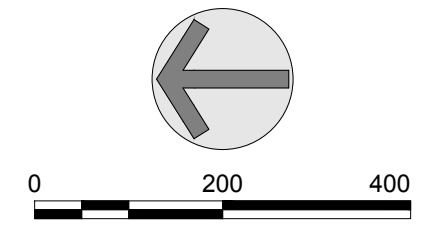
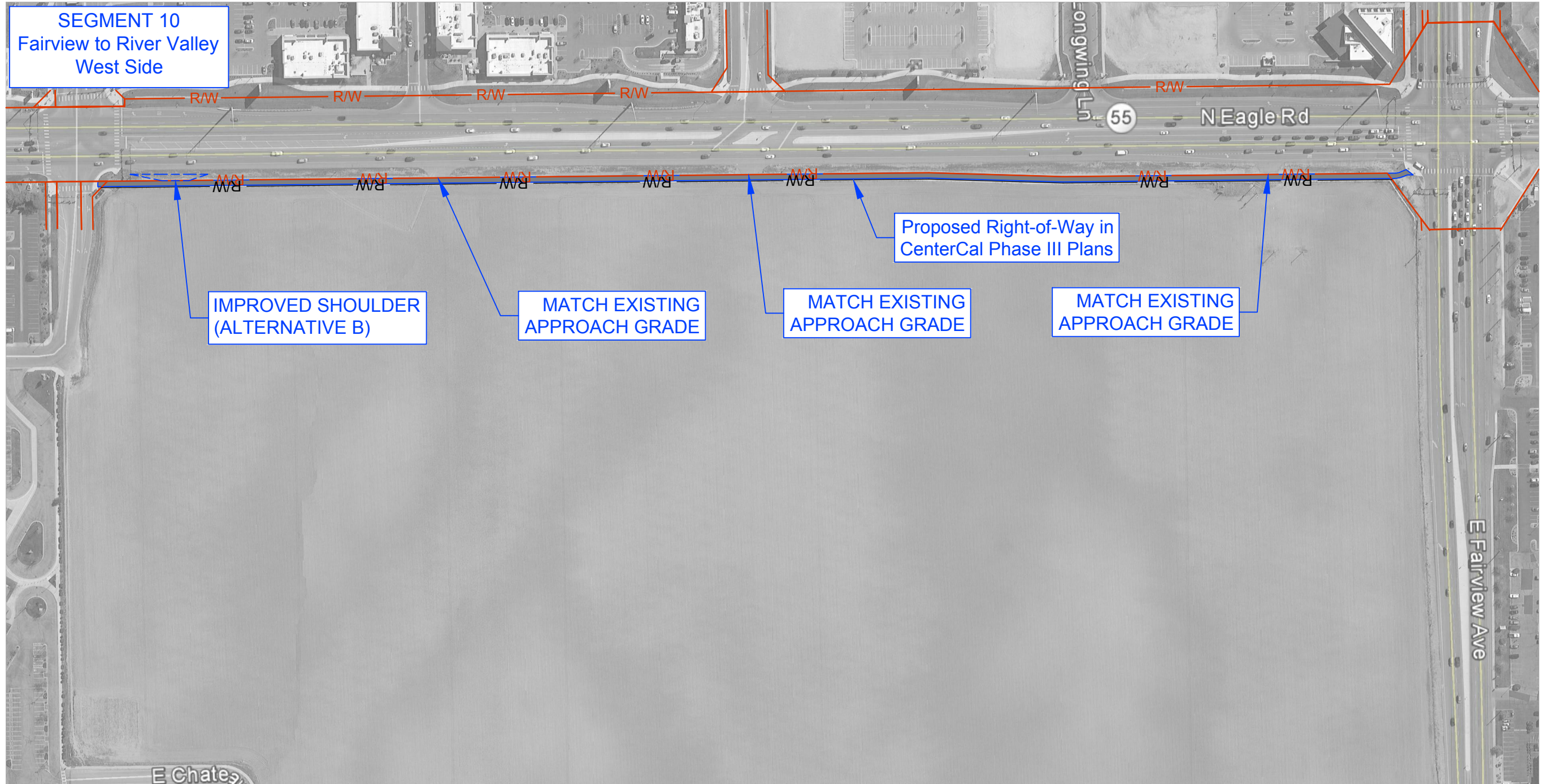
**Eagle Road Corridor**  
Segment 10 – Fairview to River Valley (West Side)



Looking south from the intersection of Eagle Road & River Valley Street



J:\215056-001 COMPASS Eagle Road\CAD\Segment Concept Figures\FIG 3.dwg DATE: 09/15/2016 TIME: 11:36:36 AM



**Segment 10**  
Fairview Avenue to River Valley Street  
West Side of Eagle Road  
September 2, 2016

**PRE-DESIGN**  
**Alternative A: Without Improved Shoulder**

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Excavation	CY	450	\$ 25.00	\$11,250
3/4" Aggregate Type B for Base	TON	840	\$ 30.00	\$25,200
Concrete Sidewalk	SY	2,700	\$ 40.00	\$108,000
Driveway	SY	140	\$ 50.00	\$7,000
Pathway Illumination	LS	1	\$ 150,000.00	\$150,000
Survey	LS	1	\$ 4,000.00	\$4,000
<b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>				<b>\$306,000</b>
Mobilization	%	10%	\$ 30,600	\$30,600
Contingency	%	15%	\$ 50,490	\$50,490
Construction Engineering & Inspection	%	15%	\$ 58,064	\$58,064
<b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>				<b>\$446,000</b>
Design	%	15%	\$ 66,900	\$66,900
Right-of-Way	LS	0	\$ -	\$0
<b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>				<b>\$513,000</b>



**Segment 10**  
 Fairview Avenue to River Valley Street  
 West Side of Eagle Road  
 September 2, 2016

**PRE-DESIGN**  
**Alternative B: Without Improved Shoulder**

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Excavation	CY	450	\$ 25.00	\$11,250
3/4" Aggregate Type B for Base	TON	840	\$ 30.00	\$25,200
Concrete Sidewalk	SY	2,700	\$ 40.00	\$108,000
Driveway	SY	140	\$ 50.00	\$7,000
Pathway Illumination	LS	1	\$ 150,000.00	\$150,000
Survey	LS	1	\$ 4,000.00	\$4,000
Improved Shoulder	LS	1	\$ 25,000.00	\$25,000
Traffic Control	LS	1	\$ 5,000.00	\$5,000
<b><i>SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>				<b>\$336,000</b>
Mobilization	%	10%	\$ 33,600	\$33,600
Contingency	%	15%	\$ 55,440	\$55,440
Construction Engineering & Inspection	%	15%	\$ 63,756	\$63,756
<b><i>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</i></b>				<b>\$489,000</b>
Design	%	15%	\$ 73,350	\$73,350
Right-of-Way	LS	0	\$ -	\$0
<b><i>TOTAL (Rounded up to the nearest \$1,000)</i></b>				<b>\$563,000</b>



# Right of Way Cost Estimate

Date: September 12, 2016

Key No: \_\_\_\_\_  
 Project No: Segment 10  
 Project Name: Fairview Ave to River Valley St, West Side

No. of parcels requiring acquisitions: 0      Number of parcels requiring relocations: 0  
 New Alignment: 0.50 miles      Basic R/W Width: 160.00 ft.  
 Existing Alignment: 0.50 miles      Additional R/W Width: 0.00 ft.

**DIRECT ACQUISITION COSTS:**

**A. Land only**

Agriculture	Irrigated	<u>0.00</u> acres @	<u>\$0</u>	/acre	=	<u>\$0</u>
	Dry	<u>0.00</u> acres @	<u>\$0</u>	/acre	=	<u>\$0</u>
	<u>n/a</u>	<u>0.00</u> acres @	<u>\$0</u>	/acre	=	<u>\$0</u>
Graze	Irrigated	<u>0.00</u> acres @	<u>\$0</u>	/acre	=	<u>\$0</u>
	Dry	<u>0.00</u> acres @	<u>\$0</u>	/acre	=	<u>\$0</u>
		<u>0.00</u> acres @	<u>\$0</u>	/acre	=	<u>\$0</u>
Timber	Income Producing	<u>0.00</u> acres @	<u>\$0</u>	/acre	=	<u>\$0</u>
	Harvestable	<u>0.00</u> acres @	<u>\$0</u>	/acre	=	<u>\$0</u>
	Non-Harvestable	<u>0.00</u> acres @	<u>\$0</u>	/acre	=	<u>\$0</u>
Residential	Developed	<u>0.00</u> acres @	<u>\$0</u>	/acre	=	<u>\$0</u>
	Undeveloped	<u>0.00</u> acres @	<u>\$0</u>	/acre	=	<u>\$0</u>
Commercial\Industrial	Developed	<u>0.00</u> acres @	<u>\$0</u>	/acre	=	<u>\$0</u>
	Undeveloped	<u>0.00</u> acres @	<u>\$0</u>	/acre	=	<u>\$0</u>
Damages Anticipated					=	
Miscellaneous					=	

**B. Site Improvements**

Agriculture	No. of Structures	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
Residential	No. of Structures	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
Commercial\Industrial	No. of Structures	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
Damages Anticipated						=	
Miscellaneous						=	

**C. Relocation**

Developed Agriculture	No. Expected	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
Developed Residential						=	
Single Family	No. Expected	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
Multi-Family	No. Expected	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
Developed Comm\Inc	No. Expected	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
Miscellaneous						=	

**INDIRECT ACQUISITION COSTS:**

Appra./Imp.Agri.	No. Expected	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
Appra./Imp.Resid.						=	
2685	No. Expected	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
2288	No. Expected	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
B & A	No. Expected	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
Appra./Imp.Com.-Ind.	No. Expected	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
Appraisals/Land	No. Expected	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
Negotiations	No. Expected	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
Demolitions	No. Expected	<u>0</u>	@	<u>\$0</u>	(average)	=	<u>\$0</u>
					Sub-Total	=	<u>\$0</u>

**INCIDENTALS:**

Estimated as a percentage of overall costs. 0.00 %      \$0  
 (Includes Title Costs, Admin. Settle., Legal Settle., Attorney & Court Costs, Property Mngmnt. & Misc.)  
**Total Estimated Project R/W Costs: \$0**

Proposed R/W Plans Approval Date:       Projected R/W Expenditure Years:       Construction Year(s):

Estimtd. By: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## 1. Project Information

Key Number	Project Name Eagle Road 10-foot sidewalk, Fairview Ave to River Valley St, West Side			Temporary Key Number Segment 10
District D3	Work Authority	Funding Year	Route(s) Eagle Road (SH 55)	
Beginning Mile Post(s) 37.945	Ending Mile Post(s) 38.434		Current Project Phase Evaluation Phase	Type of Project Safety

## Program

<p><b>Highway Local</b></p> <input type="checkbox"/> Bridge Local <input type="checkbox"/> Bridge Off System <input type="checkbox"/> STP Local Rural <input type="checkbox"/> STP Local Urban <input checked="" type="checkbox"/> STP Transportation Mgmt. Area <input checked="" type="checkbox"/> TAP Transportation Mgmt. Area <p><b>Highway Other Federal Programs</b></p> <input type="checkbox"/> High Priority (SAFETEA LU) <input type="checkbox"/> High Priority (TEA 21) <input type="checkbox"/> Discretionary Earmarks (carryover) <input type="checkbox"/> Emergency Relief <input type="checkbox"/> Federal Lands Access <input type="checkbox"/> Indian Reservation Roads <input type="checkbox"/> Other Federal Non Formula <p><b>Highway Other State Programs</b></p> <input type="checkbox"/> Federal Non-Participating <input type="checkbox"/> Local Private Partnership	<p><b>Public Transit</b></p> <input type="checkbox"/> Capital <input type="checkbox"/> Operations <p><b>Aeronautics</b></p> <input type="checkbox"/> New Airport Facilities <input type="checkbox"/> Airport Facility Maintenance <input type="checkbox"/> Airport Planning <input type="checkbox"/> Aviation System Planning <p><b>Highway Planning</b></p> <input type="checkbox"/> Metropolitan Planning MPOs <input type="checkbox"/> State Planning and Research <input type="checkbox"/> Systems Planning <p><b>Highway Safety</b></p> <input type="checkbox"/> Rest Area <input type="checkbox"/> Safety Federal Rail <input type="checkbox"/> Safety State Rail <input type="checkbox"/> Safety Statewide	<p><b>Highway Statewide Competitive</b></p> <input type="checkbox"/> CMAQ <input type="checkbox"/> Recreational Trails <input type="checkbox"/> Safe Routes to School <input type="checkbox"/> TAP Urban and Rural <p><b>SHS Bridges</b></p> <input type="checkbox"/> Bridge Preservation <input type="checkbox"/> Bridge Restoration <p><b>SHS Expansion</b></p> <input type="checkbox"/> Early Development <input type="checkbox"/> Expansion <input type="checkbox"/> Formula Debt Service plus Fees and Interest <p><b>SHS Other</b></p> <input type="checkbox"/> State Board Unallocated <input type="checkbox"/> System Support <p><b>SHS Pavements</b></p> <input type="checkbox"/> Pavement Preservation <input type="checkbox"/> Restoration
---	---	---

## 2. Exit Criteria

Evaluation Phase		Development Phase		Implementation Phase
Temporary Key No. Segment 10	Temporary Key No. Date Select	PS&E Package Delivered Select	Contract Awarded Select	Final Voucher Issued Select

## 3. Project Organization Chart

<b>Project Sponsor</b>			
Sponsor Name	External Sponsor <input type="checkbox"/>	External Sponsor Name	Sponsor Contact Info or Email
<b>Project Owner</b>			
Owner Name	External Owner <input type="checkbox"/>	External Owner Name	Owner Contact Info or Email
<b>Project Manager</b>			
Project Manager Name <b>Tom Laws</b>	Project Manager Contact Info or Email <b>(208) 475-2233</b>		



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Stakeholders		
Stakeholder Name	Interest	Contact Information
Ada County Highway District	local agency	Bob Parsley, 208-387-6199
Cable One WV	utility company	Brett Pike, 208-573-5994
CenturyLink	utility company	Cindi Davis, 208-454-4039
City of Meridian Public Works	local agency	Austin Petersen, 208-489-0352
Idaho Power	utility company	Ed Kosydar, 208-388-2747
Intermountain Gas Co	underground utility	Mishelle Singleton, 208-377-6863
Integra Telecom	utility company	Christie Anaya, 208-947-5044
Level 3 Communications	utility company	Pre-design Dept., relo@level3.com
Syringa Networks	utility company	GIS Dept., 800-454-7214
Zayo Fiber	utility company	Adam Moon, 208-514-3453
AT & T	utility company	Rob Williamson, 208-338-2816

## 4. Scope and Strategic Objectives

### Project Objective Statement

The objective of this project is to provide continuous 10-foot wide concrete sidewalk along the west side of Eagle Road between Fairview Avenue and River Valley Street. The sidewalk will be separated from the roadway and will improve safety and mobility for pedestrians and bicyclists.

### Strategic Objectives

#### Safest Transportation System

- Reduction in injuries and fatalities related to distracted driving
- Increase in seat belt use
- Impact of corridor-safety initiatives and improvements
- Reduction in injuries and fatalities to impaired driving
- Reduction in fatalities
- Reduction in serious injuries

#### Mobility Focused Transportation

- Increase in Idaho gross domestic product
- Increase in the efficiency in which goods are transported
- Increase in jobs and business revenues
- Reduction in travel times for commuting commerce, recreation, and tourism

#### Implement Innovative Practices

- Improvement in performance measures
- Reduction in costs through innovation process improvement and technology
- Increase in customer satisfaction

#### Develop Employees

- Effectiveness of the departments leadership
- Increase in employee productivity
- Individual performance plans linked to the department's strategic goals
- Reduction in Turnover
- Total employee compensation compared to similar markets
- Progress toward the desired organizational culture



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## Scope of Work

- **Construct 10-foot wide concrete sidewalk along the entire segment. The proposed design achieves the desired 8-foot separation between pavement and pathway along the entire segment.**
- **Match the existing asphalt grade at each of the three existing rural approaches along the segment.**
- **Although the proposed pathway alignment lies in existing private property, no easements or right-of-way acquisition are required. The proposed pathway will be constructed in an approximate 12-foot strip of right-of-way that is scheduled to be acquired as part of the CenterCal improvements.**
- **Install historical pedestrian light poles at 100-foot intervals on one side of the pathway along the entire segment.**
- **Special use agreements may be needed for land owner access and use of pathway for irrigation purposes.**
- **Alternative B: Construct an improved shoulder at the north end of the segment that includes an area for a future bus pullout, loading area, and shelter.**

## 5. Environmental Considerations

Project Need				
<b>Primary Need</b> Safety	<b>Secondary Need</b> <input type="checkbox"/> Capacity <input checked="" type="checkbox"/> Deficient-standards <input type="checkbox"/> Deficient-structurally <input checked="" type="checkbox"/> Enhancement <input type="checkbox"/> Maintenance			
	<input type="checkbox"/> Safety <input type="checkbox"/> System Linkage <input type="checkbox"/> Traffic Flow <input type="checkbox"/> Other _____			
Anticipated Major Environmental Deliverables				
EE/Cat Ex	EA/FONSI	EIS/ROD	Navigable Waters	Storm water
Yes, Cat Ex ITD Approval	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Cultural</b>	<input type="checkbox"/> Archaeological and Historic Survey Report <input type="checkbox"/> Determination of Adverse Effect Report <input type="checkbox"/> Field Survey and or Test Investigations <input type="checkbox"/> Memorandum of Agreement <input type="checkbox"/> Mitigation			
<b>Noise Air Quality and Hazmat</b>	<input type="checkbox"/> Air Quality Report <input type="checkbox"/> Barrier Analysis <input type="checkbox"/> Haz Mat Phase 1		<input type="checkbox"/> Modeling <input type="checkbox"/> Noise Report	
<b>Section 4F</b>	<input type="checkbox"/> Section 4f Deminimus <input type="checkbox"/> Section 4f Evaluation Including Alternatives Analysis			
<b>Miscellaneous</b>	<input type="checkbox"/> Environmental Justice Report <input type="checkbox"/> FAA Airspace Intrusion <input type="checkbox"/> LWCF Recreation Areas 6f Lands Report		<input type="checkbox"/> Prime Farmland Report <input type="checkbox"/> Visual Impact Report	
<b>Wetlands Stream Alteration</b>	<input type="checkbox"/> Delineation <input type="checkbox"/> Field Survey <input type="checkbox"/> Mitigation		<input type="checkbox"/> Mitigation Plan <input type="checkbox"/> Permit Application <input type="checkbox"/> Wetland Report (Jurisdictional Determination)	
<b>Species and Habitat</b>	<input type="checkbox"/> Biological Assessment <input type="checkbox"/> Wildlife Migratory Birds Mag-Ste Fisheries		<input type="checkbox"/> No Effect Report	





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

<b>Floodway Floodplain</b>	<input type="checkbox"/> Field Survey <input type="checkbox"/> Floodplain Encroachment Permit App <input type="checkbox"/> Floodplain Encroachment Report	<input type="checkbox"/> Sole Source Aquifer Packet <input type="checkbox"/> Floodway Encroachment Report
<b>Environmental Narrative</b>	<p>The project is likely to involve the following environmental considerations and control measures:</p> <ul style="list-style-type: none"> <li>• Prime Farmland – NRCS defines all soils in the project area as potential prime farmland if certain remediation efforts (irrigation, removal of excess salts, draining) were to occur. However, these parcels have been annexed into Meridian city limits and are zoned General Retail &amp; Service Commercial (C-G). This will likely require limited coordination with USDA and Idaho Department of Agriculture.</li> <li>• Runoff Impacts – The additional impervious area will increase the runoff in the project area.</li> <li>• NPDES – General Permit – A SWPPP will be required during construction of the project.</li> </ul>	

## 6. Design Standards

Crash History							
Crash Base Rate		Spot Locations that Exceed Base Rate		Crash Rate with Project Limits		Identify HALs (High Accident Locations)	
Design Data							
Design Exception Anticipated			Pavement Width Proposed		Traffic Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		Railroad Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No
Pavement Width Existing		Pavement Width Existing Standard		Proposed Design Vehicle			Design Year
Posted Speed	Design Speed	Traffic ADT Present	Traffic ADT Future	Traffic DHV Present		Traffic DHV Future	
Project Standards							
Project Standards Select		Other Comments					
Additional Design Data - Development Phase							
Proposed Structures							
Proposed Maximum Super Elevation		Vertical Clearance (Rdwy/Q50)		Existing Bridge Sufficiency Rating		Rail Type	
Minimum Curve Radius Proposed		Deck Width (c-c)		Deck Width (o-o)		Design Load	
Additional Design Data							
Maximum Grade Existing	Maximum Grade Proposed		Minimum Curve Radius Existing		Clear Zone Fill		Clear Zone Cut
Minimum LOS Existing		Minimum LOS Proposed		Access Control Existing		Access Control Proposed	
Traffic Signals							
Existing Location		Proposed Location (Milepost)		Type of Controller		Type of Warrant	
Railroad Crossing Protection							
Existing Location (Milepost)		Proposed Location (Milepost)		Type of Protection		Type of Warrant	



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

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Design Standards - Development Phase	
Project Oversight Select	Design Exception District Engineer Approval Date Select
Design Exception FHWA Approval Date if on NHS Select	Design Exception Committee Date if Applicable Select

## 7. Funding and Cost Summary

Phase	Fiscal Year	Amount
Select		
Select		
Select		
Select		
Select		
Select		
Select		

## 8. Resource Plan and Constraints

Project Constraints		
Scope Constraint Choose an item.	Schedule Constraint Choose an item.	Budget Constraint Choose an item.
Project Constraints Narrative		
Resource Plan		
Project Design Services	Choose an item.	
Narrative		

## 9. True Minimum Milestones

Task WBS	Task Name	Actual Start	Actual Finish	Baseline Start	Baseline Finish
3.20.Z20	CHARTER APPROVAL	Select	Select	Select	Select
3.30.Z30	DESIGN APPROVAL	Select	Select	Select	Select
3.30.Z34	PRELIMINARY DESIGN REVIEW	Select	Select	Select	Select
3.30.Z36	ENVIRONMENTAL DOCUMENT APPROVAL	Select	Select	Select	Select
3.30.Z38	HEARING COMPLETE	Select	Select	Select	Select
3.40.Z41	SITUATION & LAYOUT APPROVAL	Select	Select	Select	Select
3.40.Z42	INITIATE R/W PURCHASE PROCESS	Select	Select	Select	Select



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Task WBS	Task Name	Actual Start	Actual Finish	Baseline Start	Baseline Finish
3.40.Z43	R/W CERTIFIABLE	Select	Select	Select	Select
3.40.Z48	AGREEMENTS COMPLETE	Select	Select	Select	Select
3.40.Z49	FINAL DESIGN REVIEW	Select	Select	Select	Select
3.50.Z50	PS & E SUBMITTAL	Select	Select	Select	Select
3.60.Z55	PROJECT AWARD	Select	Select	Select	Select
4.10.Z75	CONTRACT COMPLETION DATE	Select	Select	Select	Select
4.10.Z80	PROJECT CLOSEOUT COMPLETE	Select	Select	Select	Select
4.20.Z60	CONSTRUCTION START	Select	Select	Select	Select
4.20.Z70	CONSTRUCTION COMPLETION	Select	Select	Select	Select

## 10. Alternatives Analysis

Title	Location	Description

## 11. Design Exceptions

Title	NHS <input type="checkbox"/>	District Engineer	District Engineer Approval <input type="checkbox"/>	District Engineer Approval Date Select
Committee Approval Date Select	FHWA Name		FHWA Approval <input type="checkbox"/>	FHWA Approval Date Select

## 12. Change Requests

Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments				
Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments				
Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

					Select
Request Comments					
Title	Request Date Select	Request No.	Request Description		
Reason for Change		Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments					
Title	Request Date Select	Request No.	Request Description		
Reason for Change		Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments					

## 13. Lessons Learned

Title	Project Type Select	Project Phase Select	
What Worked Well		What Could Be Done Differently	
Action Plan			
Title	Project Type Select	Project Phase Select	
What Worked Well		What Could Be Done Differently	
Action Plan			
Title	Project Type Select	Project Phase Select	
What Worked Well		What Could Be Done Differently	
Action Plan			
Title	Project Type Select	Project Phase Select	
What Worked Well		What Could Be Done Differently	
Action Plan			
Title	Project Type Select	Project Phase Select	
What Worked Well		What Could Be Done Differently	
Action Plan			
Title	Project Type Select	Project Phase Select	
What Worked Well		What Could Be Done Differently	
Action Plan			



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Action Plan
-------------

## 14. Issues

Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					

## 15. Risks

Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					







# Eagle Road Corridor Multi-Use Pathway

Segment 12 – River Valley Street to Ustick Road  
(West Side)

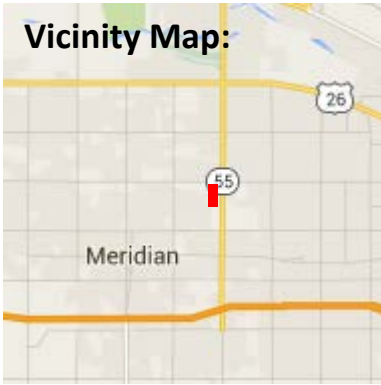


**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

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<b>Project:</b>			<b>Segment 12</b>
<b>River Valley St to Ustick Rd, West Side</b>			
Route:	County	City (nearest)	District
Eagle Road (SH 55)	Ada	Meridian	3
Beginning Milepost	Ending Milepost	Length (miles)	
38.434	38.937	0.5	
Location Notes:			
West side of Eagle Rd, from River Valley Street to Ustick Road			



**BACKGROUND**

A number of small real estate, insurance, and health care businesses front Eagle Road on the south end of the segment. North of these businesses, there is a residential subdivision accessed by Leslie Drive. South Slough canal crosses Eagle Road and borders the north side of the subdivision. An asphalt bicycle/pedestrian path runs parallel with the canal. North of the canal, there is a vacant lot, followed by a commercial development housing Jimmy Johns and other businesses, and two more vacant lots on the corner of Eagle Road and Ustick Road. River Valley Elementary School is located on the south end of the segment.

There is an existing compliant section of pathway in the middle of the segment, from South Slough canal north to the commercial development. There are no sidewalks

north of the commercial development nor south of the South Slough canal.

This segment was prioritized for pathway improvements because pathways are absent along most of the segment length, and because of its close proximity to River Valley Elementary School. The school may attract more children in the future as more residences develop nearby. In addition, Segment 12 was one of the few Eagle Road segments with a recent bicycle-pedestrian crash that could have been prevented by providing a separated multi-use pathway.

**RECOMMENDED PROJECT**

Construct a 10-foot-wide concrete multi-use pathway in the two existing gaps. Provide an eight-foot separation between pavement and pathway where possible

<b>Eagle Road Traffic and Safety Data:</b>		<b>Cost Estimate:</b>	
AADT (2015)	48,000 vehicles/day	Preliminary Engineering	\$60,000
Total Crashes (2010-2014)	148 crashes	Right-of-Way	\$238,000
Bike/Ped Crashes (2010-2014)	2 crashes	Construction	\$397,000
Strava™ Trips (2014)	38 trips	<b>Total Estimated Cost</b>	<b>\$695,000</b>



### SCOPE OF WORK

The recommended scope of work for the multi-use pathway project is as follows:

- Construct 10-foot concrete sidewalk within the existing gaps. The proposed design achieves the desired eight-foot separation between pavement and pathway along the entire segment, except for an approximately 100-foot section south of Leslie Drive that has a three-foot separation at the narrowest point.
- Install ADA compliant pedestrian ramps at the Leslie Drive and Ustick Road intersections. Curb ramps at the River Valley Street intersection are scheduled to be replaced to ADA standards as part of CenterCal improvements.
- Construct a retaining wall over the South Slough canal culvert to accommodate the proposed pathway. Install a concrete driveway at the approach to the canal access road. An irrigation agreement will be required.
- Negotiate pathway easements on nine parcels along the segment. This includes seven parcels housing small businesses on the south end of the segment and the two vacant parcels on the north end of the segment.
- Install historical pedestrian light poles at 100-foot intervals on one side of the pathway along the entire segment.
- Alternative B: Construct an improved shoulder at the north end of the segment that includes an area for a future bus pullout, loading area, and shelter.

### ENVIRONMENTAL CONSIDERATIONS

The project may involve the following environmental considerations and control measures:

- Prime Farmland – The figure below shows areas of potential prime farmland, as listed in the current U.S. Dept. of Agriculture (USDA) Natural Resources Conservation Services (NRCS) database. NRCS defines all soils in the project area as potential prime farmland if certain remediation efforts (irrigation, removal of excess salts, draining) were to occur.



However, these parcels have been annexed into Meridian city limits and are zoned General Retail & Service Commercial (C-G). This will likely require only limited coordination with USDA and Idaho Department of Agriculture. During implementation, the prime farmland designation may need to be addressed further.

## Eagle Road Corridor

Segment 12 – River Valley to Ustick (West Side)

- Stream and Wetland Encroachment – There are two canal crossings within Segment 12. Neither appear to have wetland plant species at the crossing locations. Coordination with the canal company will be required.
- Runoff Impacts – The additional impervious area will increase the runoff in the project area.
- NPDES – General Permit – A SWPPP will be required during construction of the project.
- Sediment – Erosion Control Plan – This will be required during construction of the project.

The following databases were used to research environmental effects of the project:

- NEPAassist Tool (<https://www.epa.gov/nepa/nepassist>)
- EJSCREEN Tool (<https://www.epa.gov/ejscreen>)
- Web Soil Survey (<http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>)
- Idaho DEQ Underground Storage Tank Database (<http://www2.deq.idaho.gov/waste/ustlust/>)
- Idaho Governor's Office Species Conservation ([https://species.idaho.gov/thr\\_endgr.html](https://species.idaho.gov/thr_endgr.html))



# Eagle Road Corridor

Segment 12 – River Valley to Ustick (West Side)



Looking north from the intersection of Eagle Road & River Valley Street



Looking south from the intersection of Eagle Road & Leslie Drive



# Eagle Road Corridor

Segment 12 – River Valley to Ustick (West Side)



Looking north at the intersection of Eagle Road & Leslie Drive



Looking north at the South Slough canal crossing



# Eagle Road Corridor

Segment 12 – River Valley to Ustick (West Side)



Looking south at the end of existing sidewalk north of South Slough canal



End of existing sidewalk adjacent to Jimmy Johns, looking north



# Eagle Road Corridor

Segment 12 – River Valley to Ustick (West Side)

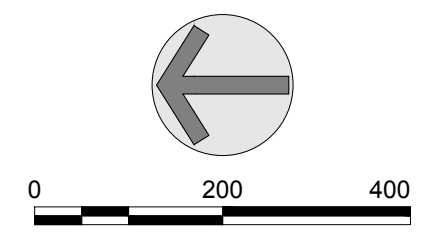
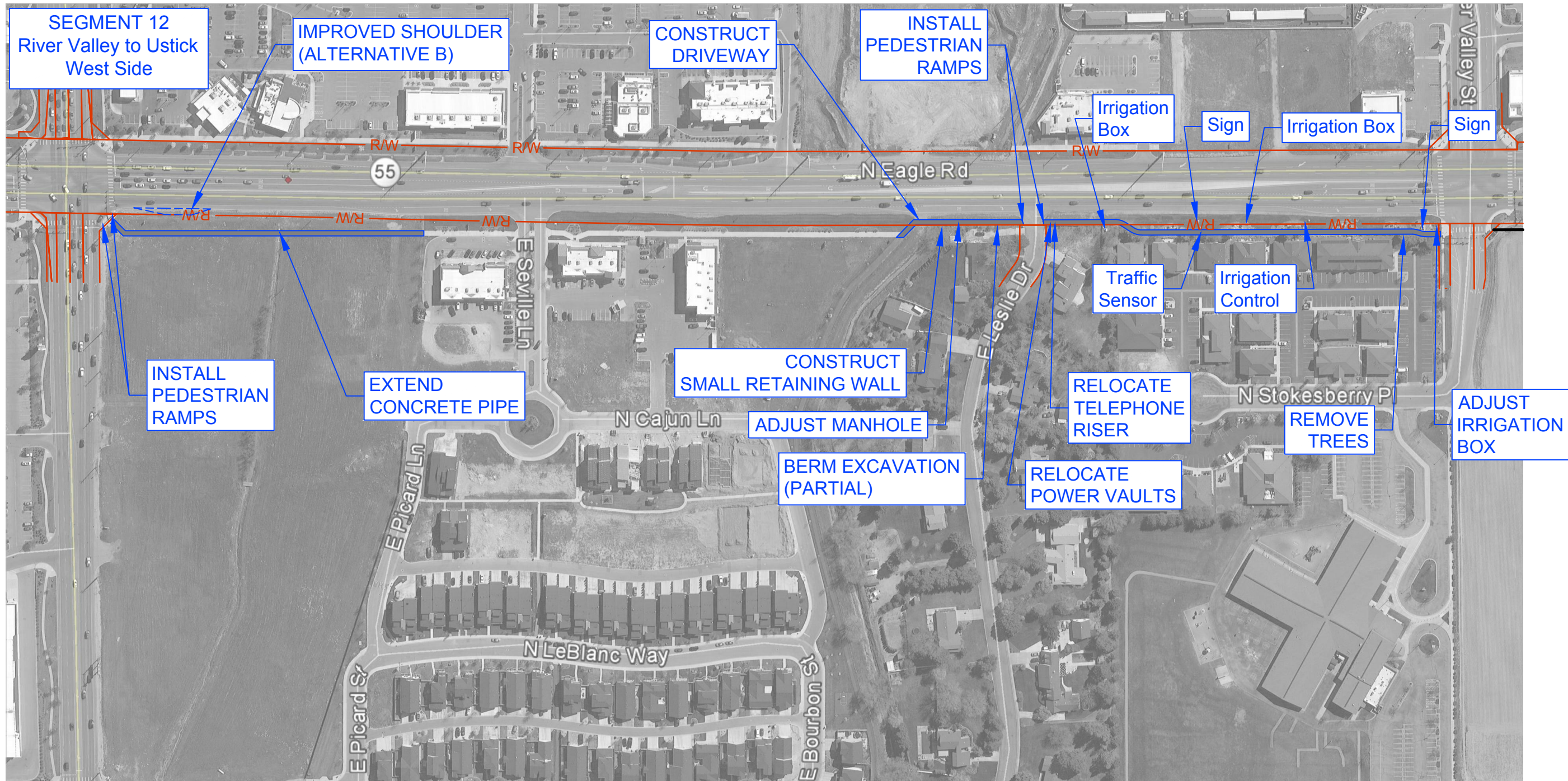


Looking west at an unnamed ditch located south of the Eagle Road & Ustick Road intersection



Looking south from the intersection of Eagle Road & Ustick Road





**Segment 12**  
River Valley Street to Ustick Road  
West Side of Eagle Road  
September 2, 2016

**PRE-DESIGN**  
**Alternative A: Without Improved Shoulder**

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Extend 42" Concrete Pipe	FT	20	\$ 150.00	\$3,000
Adjust Irrigation Box	EACH	1	\$ 3,000.00	\$3,000
Removal of Trees	EACH	18	\$ 500.00	\$9,000
Excavation	CY	50	\$ 25.00	\$1,250
3/4" Aggregate Type B for Base	TON	560	\$ 30.00	\$16,800
Concrete Sidewalk	SY	1,800	\$ 40.00	\$72,000
Pedestrian Ramps	EACH	4	\$ 1,500.00	\$6,000
Driveway	SY	40	\$ 50.00	\$2,000
Retaining Wall	SF	80	\$ 50.00	\$4,000
Pathway Illumination	LS	1	\$ 150,000.00	\$150,000
Survey	LS	1	\$ 4,000.00	\$4,000
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$272,000</b>
Mobilization	%	10%	\$ 27,200	\$27,200
Contingency	%	15%	\$ 44,880	\$44,880
Construction Engineering & Inspection	%	15%	\$ 51,612	\$51,612
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$396,000</b>
Design	%	15%	\$ 59,400	\$59,400
Right-of-Way	LS	1	\$ 237,503	\$237,503
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$693,000</b>

**Segment 12**  
River Valley Street to Ustick Road  
West Side of Eagle Road  
September 2, 2016

**PRE-DESIGN**  
**Alternative B: With Improved Shoulder**

Opinion of Probable Cost (Major Items)

Item Description	Unit	Approx. Quantity	Unit Price	Bid Price
Extend 42" Concrete Pipe	FT	20	\$ 150.00	\$3,000
Adjust Irrigation Box	EACH	1	\$ 3,000.00	\$3,000
Removal of Trees	EACH	18	\$ 500.00	\$9,000
Excavation	CY	50	\$ 25.00	\$1,250
3/4" Aggregate Type B for Base	TON	560	\$ 30.00	\$16,800
Concrete Sidewalk	SY	1,800	\$ 40.00	\$72,000
Pedestrian Ramps	EACH	4	\$ 1,500.00	\$6,000
Driveway	SY	40	\$ 50.00	\$2,000
Retaining Wall	SF	80	\$ 50.00	\$4,000
Pathway Illumination	LS	1	\$ 150,000.00	\$150,000
Survey	LS	1	\$ 4,000.00	\$4,000
Improved Shoulder	LS	1	\$ 25,000.00	\$25,000
Traffic Control	LS	1	\$ 5,000.00	\$5,000
<b>SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$302,000</b>
Mobilization	%	10%	\$ 30,200	\$30,200
Contingency	%	15%	\$ 49,830	\$49,830
Construction Engineering & Inspection	%	15%	\$ 57,305	\$57,305
<b>CONSTRUCTION SUBTOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$440,000</b>
Design	%	15%	\$ 66,000	\$66,000
Right-of-Way	LS	1	\$ 239,978	\$239,978
<b>TOTAL (Rounded up to the nearest \$1,000)</b>				<b>\$746,000</b>





# Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
Segment 12		7/25/2016	
Location		District	
River Valley St to Ustick Rd, West Side		D3	
Segment Code	Begin Mile Post	End Mile Post	Length in Miles
2005	38.434	38.937	0.5

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		\$60,000
2. Right-of-Way: Number of Parcels 9      Number of Relocations		\$238,000
3. Utility Adjustments: <input checked="" type="checkbox"/> Work <input checked="" type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		\$3,000
4. Earthwork		\$11,000
5. Drainage and Minor Structures		\$7,000
6. Pavement and Base		\$17,000
7. Railroad Crossing:		
Grade/Separation Structure <u>none</u>		
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)		
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$234,000
15. Cost of Constructions (Items 3 through 14)		\$272,000
16. Mobilization 10 % of Item 15		\$28,000
17. Construction Engineer and Contingencies 32.5 % of Items 15 and 16		\$97,000
18. Total Construction Cost (15 + 16 + 17)		\$397,000
19. Total Project Cost ( 1 + 2 + 18)		\$695,000
20. Project Cost Per Mile		\$1,390,000

Prepared By:

# Right of Way Cost Estimate

Date: September 15, 2016

Key No: \_\_\_\_\_  
 Project No: Segment 12  
 Project Name: River Valley St to Ustick Rd, West Side

No. of parcels requiring acquisitions: 9      Number of parcels requiring relocations: 0  
 New Alignment: 0.50 miles      Basic R/W Width: 140.00 ft.  
 Existing Alignment: 0.50 miles      Additional R/W Width: 12.00 ft.

**DIRECT ACQUISITION COSTS:**

**A. Land only**

Agriculture	Irrigated	0.00 acres @	\$0	/acre	=	\$0
	Dry	0.00 acres @	\$0	/acre	=	\$0
	<u>n/a</u>	0.00 acres @	\$0	/acre	=	\$0
Graze	Irrigated	0.00 acres @	\$0	/acre	=	\$0
	Dry	0.00 acres @	\$0	/acre	=	\$0
		0.00 acres @	\$0	/acre	=	\$0
Timber	Income Producing	0.00 acres @	\$0	/acre	=	\$0
	Harvestable	0.00 acres @	\$0	/acre	=	\$0
	Non-Harvestable	0.00 acres @	\$0	/acre	=	\$0
Residential	Developed	0.00 acres @	\$0	/acre	=	\$0
	Undeveloped	0.00 acres @	\$0	/acre	=	\$0
Commercial\Industrial	Developed	0.31 acres @	\$335,412	/acre	=	\$104,335
	Undeveloped	0.00 acres @	\$0	/acre	=	\$0
Damages Anticipated					=	
Miscellaneous					=	

**B. Site Improvements**

Agriculture	No. of Structures	0 @	\$0	(average)	=	\$0
Residential	No. of Structures	0 @	\$0	(average)	=	\$0
Commercial\Industrial	No. of Structures	0 @	\$0	(average)	=	\$0
Damages Anticipated					=	
Miscellaneous					=	

**C. Relocation**

Developed Agriculture	No. Expected	0 @	\$0	(average)	=	\$0
Developed Residential					=	
Single Family	No. Expected	0 @	\$0	(average)	=	\$0
Multi-Family	No. Expected	0 @	\$0	(average)	=	\$0
Developed Comm\Inc	No. Expected	0 @	\$0	(average)	=	\$0
Miscellaneous					=	

**INDIRECT ACQUISITION COSTS:**

Appra./Imp.Agri.	No. Expected	0 @	\$0	(average)	=	\$0
Appra./Imp.Resid.					=	
2685	No. Expected	0 @	\$0	(average)	=	\$0
2288	No. Expected	0 @	\$0	(average)	=	\$0
B & A	No. Expected	0 @	\$0	(average)	=	\$0
Appra./Imp.Com.-Ind.	No. Expected	9 @	\$3,000	(average)	=	\$27,000
Appraisals/Land	No. Expected	0 @	\$0	(average)	=	\$0
Negotiations	No. Expected	9 @	\$3,000	(average)	=	\$27,000
Demolitions	No. Expected	0 @	\$0	(average)	=	\$0
				Sub-Total	=	\$158,335

**INCIDENTALS:**

Estimated as a percentage of overall costs. 50.00 %      \$79,168

(Includes Title Costs, Admin. Settle., Legal Settle., Attorney & Court Costs, Property Mngmnt. & Misc.)

**Total Estimated Project R/W Costs: \$237,503**

Proposed R/W Plans Approval Date:       Projected R/W Expenditure Years:       Construction Year(s):

Estimtd. By: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## 1. Project Information

Key Number	Project Name			Temporary Key Number
	Eagle Road 10-foot sidewalk, River Valley St to Ustick Rd, West Side			Segment 12
District D3	Work Authority	Funding Year	Route(s)	
			Eagle Road (SH 55)	
Beginning Mile Post(s) 38.434	Ending Mile Post(s) 38.937		Current Project Phase Evaluation Phase	Type of Project Safety

## Program

<p><b>Highway Local</b></p> <input type="checkbox"/> Bridge Local <input type="checkbox"/> Bridge Off System <input type="checkbox"/> STP Local Rural <input type="checkbox"/> STP Local Urban <input checked="" type="checkbox"/> STP Transportation Mgmt. Area <input checked="" type="checkbox"/> TAP Transportation Mgmt. Area <p><b>Highway Other Federal Programs</b></p> <input type="checkbox"/> High Priority (SAFETEA LU) <input type="checkbox"/> High Priority (TEA 21) <input type="checkbox"/> Discretionary Earmarks (carryover) <input type="checkbox"/> Emergency Relief <input type="checkbox"/> Federal Lands Access <input type="checkbox"/> Indian Reservation Roads <input type="checkbox"/> Other Federal Non Formula <p><b>Highway Other State Programs</b></p> <input type="checkbox"/> Federal Non-Participating <input type="checkbox"/> Local Private Partnership	<p><b>Public Transit</b></p> <input type="checkbox"/> Capital <input type="checkbox"/> Operations <p><b>Aeronautics</b></p> <input type="checkbox"/> New Airport Facilities <input type="checkbox"/> Airport Facility Maintenance <input type="checkbox"/> Airport Planning <input type="checkbox"/> Aviation System Planning <p><b>Highway Planning</b></p> <input type="checkbox"/> Metropolitan Planning MPOs <input type="checkbox"/> State Planning and Research <input type="checkbox"/> Systems Planning <p><b>Highway Safety</b></p> <input type="checkbox"/> Rest Area <input type="checkbox"/> Safety Federal Rail <input type="checkbox"/> Safety State Rail <input type="checkbox"/> Safety Statewide	<p><b>Highway Statewide Competitive</b></p> <input type="checkbox"/> CMAQ <input type="checkbox"/> Recreational Trails <input type="checkbox"/> Safe Routes to School <input type="checkbox"/> TAP Urban and Rural <p><b>SHS Bridges</b></p> <input type="checkbox"/> Bridge Preservation <input type="checkbox"/> Bridge Restoration <p><b>SHS Expansion</b></p> <input type="checkbox"/> Early Development <input type="checkbox"/> Expansion <input type="checkbox"/> Formula Debt Service plus Fees and Interest <p><b>SHS Other</b></p> <input type="checkbox"/> State Board Unallocated <input type="checkbox"/> System Support <p><b>SHS Pavements</b></p> <input type="checkbox"/> Pavement Preservation <input type="checkbox"/> Restoration
---	---	---

## 2. Exit Criteria

Evaluation Phase		Development Phase		Implementation Phase
Temporary Key No. Segment 12	Temporary Key No. Date Select	PS&E Package Delivered Select	Contract Awarded Select	Final Voucher Issued Select

## 3. Project Organization Chart

Project Sponsor			
Sponsor Name	External Sponsor <input type="checkbox"/>	External Sponsor Name	Sponsor Contact Info or Email
Project Owner			
Owner Name	External Owner <input type="checkbox"/>	External Owner Name	Owner Contact Info or Email
Project Manager			
Project Manager Name <b>Tom Laws</b>	Project Manager Contact Info or Email <b>(208) 475-2233</b>		





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Stakeholders		
Stakeholder Name	Interest	Contact Information
Ada County Highway District	local agency	Bob Parsley, 208-387-6199
Cable One WV	utility company	Brett Pike, 208-573-5994
CenturyLink	utility company	Cindi Davis, 208-454-4039
City of Meridian Public Works	local agency	Austin Petersen, 208-489-0352
Idaho Power	utility company	Ed Kosydar, 208-388-2747
Intermountain Gas Co	underground utility	Mishelle Singleton, 208-377-6863
Integra Telecom	utility company	Christie Anaya, 208-947-5044
Level 3 Communications	utility company	Pre-design Dept., relo@level3.com
Syringa Networks	utility company	GIS Dept., 800-454-7214
Zayo Fiber	utility company	Adam Moon, 208-514-3453
CTC Telecom	utility company	Tom Wood, 208-257-8228

## 4. Scope and Strategic Objectives

### Project Objective Statement

The objective of this project is to provide continuous 10-foot wide concrete sidewalk along the west side of Eagle Road between River Valley Street to Ustick Road. The sidewalk will be separated from the roadway and will improve safety and mobility for pedestrians and bicyclists.

### Strategic Objectives

#### Safest Transportation System

- Reduction in injuries and fatalities related to distracted driving
- Increase in seat belt use
- Impact of corridor-safety initiatives and improvements
- Reduction in injuries and fatalities to impaired driving
- Reduction in fatalities
- Reduction in serious injuries

#### Mobility Focused Transportation

- Increase in Idaho gross domestic product
- Increase in the efficiency in which goods are transported
- Increase in jobs and business revenues
- Reduction in travel times for commuting commerce, recreation, and tourism

#### Implement Innovative Practices

- Improvement in performance measures
- Reduction in costs through innovation process improvement and technology
- Increase in customer satisfaction

#### Develop Employees

- Effectiveness of the departments leadership
- Increase in employee productivity
- Individual performance plans linked to the department's strategic goals
- Reduction in Turnover
- Total employee compensation compared to similar markets
- Progress toward the desired organizational culture



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

## Scope of Work

- **Construct 10-foot concrete sidewalk within the existing gaps. The proposed design achieves the desired 8-foot separation between pavement and pathway along the entire segment, except for an approximately 100-foot section south of Leslie Drive that has a 3-foot separation at the narrowest point.**
- **Install ADA compliant pedestrian ramps at the Leslie Drive and Ustick Road intersections. Curb ramps at the River Valley Street intersection are scheduled to be replaced to ADA standards as part of CenterCal improvements.**
- **Construct a retaining wall over the South Slough canal culvert to accommodate the proposed pathway. Install a concrete driveway at the approach to the canal access road. An irrigation agreement will be required.**
- **Negotiate pathway easements on nine parcels along the segment. This includes seven parcels housing small businesses on the south end of the segment and the two vacant parcels on the north end of the segment.**
- **Install historical pedestrian light poles at 100-foot intervals on one side of the pathway along the entire segment.**
- **Alternative B: Construct an improved shoulder at the north end of the segment that includes a bus pullout, loading area, and shelter.**

## 5. Environmental Considerations

Project Need				
<b>Primary Need</b> Safety	<b>Secondary Need</b>			
	<input type="checkbox"/> Capacity	<input type="checkbox"/> Safety		
	<input checked="" type="checkbox"/> Deficient-standards	<input type="checkbox"/> System Linkage		
	<input type="checkbox"/> Deficient-structurally	<input type="checkbox"/> Traffic Flow		
	<input checked="" type="checkbox"/> Enhancement	<input type="checkbox"/> Other _____		
	<input type="checkbox"/> Maintenance			
Anticipated Major Environmental Deliverables				
EE/Cat Ex	EA/FONSI	EIS/ROD	Navigable Waters	Storm water
Yes, Cat Ex ITD Approval	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Cultural</b>	<input type="checkbox"/> Archaeological and Historic Survey Report <input type="checkbox"/> Determination of Adverse Effect Report <input type="checkbox"/> Field Survey and or Test Investigations <input type="checkbox"/> Memorandum of Agreement <input type="checkbox"/> Mitigation			
<b>Noise Air Quality and Hazmat</b>	<input type="checkbox"/> Air Quality Report <input type="checkbox"/> Barrier Analysis <input type="checkbox"/> Haz Mat Phase 1		<input type="checkbox"/> Modeling <input type="checkbox"/> Noise Report	
<b>Section 4F</b>	<input type="checkbox"/> Section 4f Deminimus <input type="checkbox"/> Section 4f Evaluation Including Alternatives Analysis			
<b>Miscellaneous</b>	<input type="checkbox"/> Environmental Justice Report <input type="checkbox"/> FAA Airspace Intrusion <input type="checkbox"/> LWCF Recreation Areas 6f Lands Report		<input type="checkbox"/> Prime Farmland Report <input type="checkbox"/> Visual Impact Report	
<b>Wetlands Stream Alteration</b>	<input type="checkbox"/> Delineation <input type="checkbox"/> Field Survey <input type="checkbox"/> Mitigation		<input type="checkbox"/> Mitigation Plan <input type="checkbox"/> Permit Application <input type="checkbox"/> Wetland Report (Jurisdictional Determination)	



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

<b>Species and Habitat</b>	<input type="checkbox"/> Biological Assessment <input type="checkbox"/> Wildlife Migratory Birds Mag-Ste Fisheries	<input type="checkbox"/> No Effect Report
<b>Floodway Floodplain</b>	<input type="checkbox"/> Field Survey <input type="checkbox"/> Floodplain Encroachment Permit App <input type="checkbox"/> Floodplain Encroachment Report	<input type="checkbox"/> Sole Source Aquifer Packet <input type="checkbox"/> Floodway Encroachment Report
<b>Environmental Narrative</b>	<p>The project is likely to involve the following environmental considerations and control measures:</p> <ul style="list-style-type: none"> <li>• Prime Farmland – NRCS defines all soils in the project area as potential prime farmland if certain remediation efforts (irrigation, removal of excess salts, draining) were to occur. However, these parcels have been annexed into Meridian city limits and are zoned General Retail &amp; Service Commercial (C-G). This will likely require limited coordination with USDA and Idaho Department of Agriculture.</li> <li>• Runoff Impacts – The additional impervious area will increase the runoff in the project area.</li> <li>• NPDES – General Permit – A SWPPP will be required during construction of the project.</li> </ul>	

## 6. Design Standards

Crash History							
Crash Base Rate		Spot Locations that Exceed Base Rate		Crash Rate with Project Limits		Identify HALs (High Accident Locations)	
Design Data							
Design Exception Anticipated			Pavement Width Proposed			Traffic Signals <input type="checkbox"/> Yes <input type="checkbox"/> No	Railroad Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No
Pavement Width Existing		Pavement Width Existing Standard	Proposed Design Vehicle			Design Year	
Posted Speed	Design Speed	Traffic ADT Present	Traffic ADT Future	Traffic DHV Present	Traffic DHV Future		
Project Standards							
Project Standards Select		Other Comments					
Additional Design Data - Development Phase							
Proposed Structures							
Proposed Maximum Super Elevation		Vertical Clearance (Rdwy/Q50)		Existing Bridge Sufficiency Rating		Rail Type	
Minimum Curve Radius Proposed		Deck Width (c-c)		Deck Width (o-o)		Design Load	
Additional Design Data							
Maximum Grade Existing		Maximum Grade Proposed		Minimum Curve Radius Existing		Clear Zone Fill	Clear Zone Cut
Minimum LOS Existing		Minimum LOS Proposed		Access Control Existing		Access Control Proposed	
Traffic Signals							
Existing Location		Proposed Location (Milepost)		Type of Controller		Type of Warrant	
Railroad Crossing Protection							





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Existing Location (Milepost)	Proposed Location (Milepost)	Type of Protection	Type of Warrant
------------------------------	------------------------------	--------------------	-----------------

Design Standards - Development Phase	
Project Oversight Select	Design Exception District Engineer Approval Date Select
Design Exception FHWA Approval Date if on NHS Select	Design Exception Committee Date if Applicable Select

## 7. Funding and Cost Summary

Phase	Fiscal Year	Amount
Select		
Select		
Select		
Select		
Select		
Select		
Select		

## 8. Resource Plan and Constraints

Project Constraints		
Scope Constraint Choose an item.	Schedule Constraint Choose an item.	Budget Constraint Choose an item.
Project Constraints Narrative		
Resource Plan		
Project Design Services	Choose an item.	
Narrative		

## 9. True Minimum Milestones

Task WBS	Task Name	Actual Start	Actual Finish	Baseline Start	Baseline Finish
3.20.Z20	CHARTER APPROVAL	Select	Select	Select	Select
3.30.Z30	DESIGN APPROVAL	Select	Select	Select	Select
3.30.Z34	PRELIMINARY DESIGN REVIEW	Select	Select	Select	Select
3.30.Z36	ENVIRONMENTAL DOCUMENT APPROVAL	Select	Select	Select	Select
3.30.Z38	HEARING COMPLETE	Select	Select	Select	Select
3.40.Z41	SITUATION & LAYOUT APPROVAL	Select	Select	Select	Select
3.40.Z42	INITIATE R/W PURCHASE PROCESS	Select	Select	Select	Select



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Task WBS	Task Name	Actual Start	Actual Finish	Baseline Start	Baseline Finish
3.40.Z43	R/W CERTIFIABLE	Select	Select	Select	Select
3.40.Z48	AGREEMENTS COMPLETE	Select	Select	Select	Select
3.40.Z49	FINAL DESIGN REVIEW	Select	Select	Select	Select
3.50.Z50	PS & E SUBMITTAL	Select	Select	Select	Select
3.60.Z55	PROJECT AWARD	Select	Select	Select	Select
4.10.Z75	CONTRACT COMPLETION DATE	Select	Select	Select	Select
4.10.Z80	PROJECT CLOSEOUT COMPLETE	Select	Select	Select	Select
4.20.Z60	CONSTRUCTION START	Select	Select	Select	Select
4.20.Z70	CONSTRUCTION COMPLETION	Select	Select	Select	Select

## 10. Alternatives Analysis

Title	Location	Description

## 11. Design Exceptions

Title	NHS <input type="checkbox"/>	District Engineer	District Engineer Approval <input type="checkbox"/>	District Engineer Approval Date Select
Committee Approval Date Select	FHWA Name		FHWA Approval <input type="checkbox"/>	FHWA Approval Date Select

## 12. Change Requests

Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments				
Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results Select
Request Comments				
Title	Request Date Select	Request No.	Request Description	
Reason for Change	Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality	Request Results



# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

						Select
Request Comments						
Title	Request Date Select	Request No.	Request Description			
Reason for Change		Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality		Request Results Select
Request Comments						
Title	Request Date Select	Request No.	Request Description			
Reason for Change		Impact to Schedule, Scope, Budget		Impact to Resources, Risks, Quality		Request Results Select
Request Comments						

## 13. Lessons Learned

Title	Project Type Select	Project Phase Select		
What Worked Well		What Could Be Done Differently		
Action Plan				
Title	Project Type Select	Project Phase Select		
What Worked Well		What Could Be Done Differently		
Action Plan				
Title	Project Type Select	Project Phase Select		
What Worked Well		What Could Be Done Differently		
Action Plan				
Title	Project Type Select	Project Phase Select		
What Worked Well		What Could Be Done Differently		
Action Plan				
Title	Project Type Select	Project Phase Select		
What Worked Well		What Could Be Done Differently		
Action Plan				
Title	Project Type Select	Project Phase Select		
What Worked Well		What Could Be Done Differently		
Action Plan				





# Infrastructure Project Charter Template

Use this template to create your charter without going into the PSS.

Action Plan
-------------

## 14. Issues

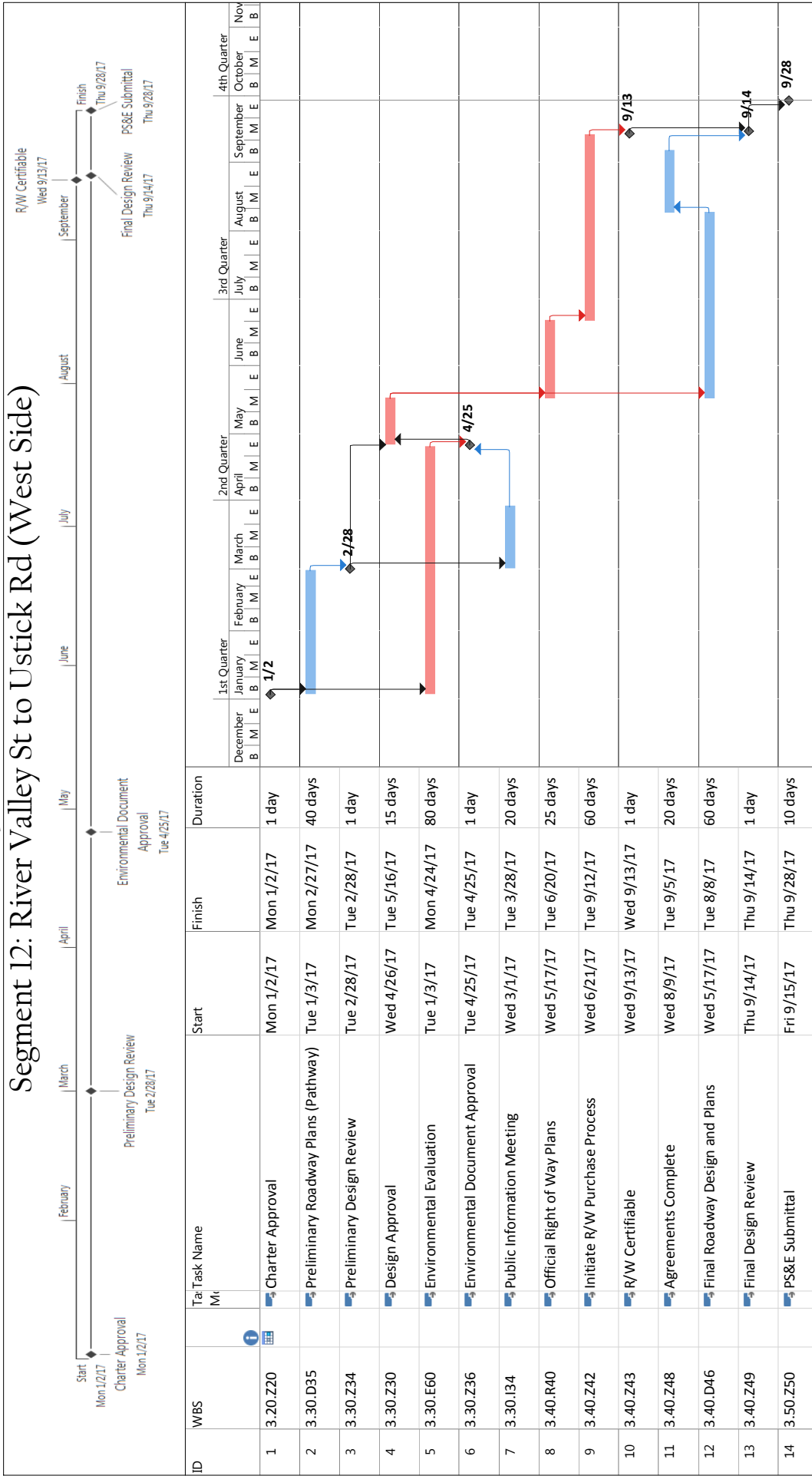
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					
Title	Owner	Assigned To	Status Select	Priority Select	Due Date Select
Discussion					
Resolution					

## 15. Risks

Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					
Title	Owner	Assigned To	Status Select	Exposure	Due Date Select
Description					
Mitigation Plan					

# Preliminary Construction Schedule

## Segment 12: River Valley St to Ustick Rd (West Side)



ID	WBS	Task Name	Start	Finish	Duration	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
1	3.20.Z20	Charter Approval	Mon 1/2/17	Mon 1/2/17	1 day	◆ 1/2			
2	3.30.D35	Preliminary Roadway Plans (Pathway)	Tue 1/3/17	Mon 2/27/17	40 days		◆ 2/28		
3	3.30.Z34	Preliminary Design Review	Tue 2/28/17	Tue 2/28/17	1 day				
4	3.30.Z30	Design Approval	Wed 4/26/17	Tue 5/16/17	15 days				
5	3.30.E60	Environmental Evaluation	Tue 1/3/17	Mon 4/24/17	80 days				
6	3.30.Z36	Environmental Document Approval	Tue 4/25/17	Tue 4/25/17	1 day		◆ 4/25		
7	3.30.I34	Public Information Meeting	Wed 3/1/17	Tue 3/28/17	20 days				
8	3.40.R40	Official Right of Way Plans	Wed 5/17/17	Tue 6/20/17	25 days				
9	3.40.Z42	Initiate R/W Purchase Process	Wed 6/21/17	Tue 9/12/17	60 days				
10	3.40.Z43	R/W Certifiable	Wed 9/13/17	Wed 9/13/17	1 day			◆ 9/13	
11	3.40.Z48	Agreements Complete	Wed 8/9/17	Tue 9/5/17	20 days				
12	3.40.D46	Final Roadway Design and Plans	Wed 5/17/17	Tue 8/8/17	60 days				
13	3.40.Z49	Final Design Review	Thu 9/14/17	Thu 9/14/17	1 day				◆ 9/14
14	3.50.Z50	PS&E Submittal	Fri 9/15/17	Thu 9/28/17	10 days				◆ 9/28

**Task Legend:**

- Task: Solid blue bar
- Split: Dotted blue line
- Milestone: Diamond symbol
- Summary: Thick teal bar
- Project Summary: Thin teal bar
- Inactive Task: Thin grey bar
- Inactive Milestone: Diamond symbol
- Inactive Summary: Thick grey bar
- Manual Task: Thick teal bar
- Duration-only: Thin teal bar
- Manual Summary Rollup: Thin teal bar
- Manual Summary: Thin grey bar
- Start-only: Diamond symbol
- Finish-only: Diamond symbol
- External Tasks: Thick grey bar
- External Milestone: Diamond symbol
- Deadline: Green arrow symbol
- Critical: Red bar
- Critical Split: Dotted red line
- Progress: Solid blue bar
- Manual Progress: Solid teal bar

Project: Segment 12  
 River Valley to Ustick, West Side  
 Date: Thu 7/21/16

# Appendix A

## Phase 1 Deliverables





## Memorandum

**To:** Tom Laws; COMPASS

**From:** Stephen Lewis, P.E., PTOE; Keller Associates  
Alex Grover, E.I.; Keller Associates

**Date:** June 29, 2016

**Subject:** Eagle Road Corridor Project Development–  
Summary of Phase 1 Results



There are insufficient facilities along Eagle Road for bicycle and pedestrian traffic; many gaps exist in the sidewalks between Overland Road and Chinden Blvd. and there are no bike lanes. Bicyclists currently use Eagle Road even though the posted speed limits are up to 55 miles per hour. The Cities of Boise and Meridian have a desired standard of separated 10-foot-wide multi-use pathways, for both pedestrians and bicyclists, along both sides of Eagle Road.

The Eagle Road Corridor project will review the connectivity for bicycle/pedestrian facilities along Eagle Road and develop priorities for closing gaps in the systems. This will include listing priorities for new infrastructure, replacing existing infrastructure not up to the detached 10-foot-wide standard, and dividing project areas into logical segments. Broken up into two phases, the first phase will include identification of segments not up to standard, the creation of an evaluation matrix, and prioritization for the completion of the identified locations. In the second phase Keller Associates will prepare detailed construction cost estimates, analyze potential of segments for private development (vs. public project funding), prepare pre-concept reports for project programming, and recommend funding strategies.

This memorandum summarizes the decision-making process used in the development of the Eagle Road Corridor Study, Phase 1. This effort consisted of a stakeholder group including the City of Meridian, the City of Boise, COMPASS, Idaho Transportation Department, Ada County Highway District, Valley Regional Transit, and Keller Associates.

### Project Segmentation

COMPASS, the City of Meridian, the City of Boise, and Keller Associates staff performed corridor and project segmentation. The five-mile Eagle Road corridor was initially broken up into half-mile segments on each side of the road, resulting in 20 potential project segments. Dividing the corridor into half-mile segments ensures that no project segments would terminate in a dead-end, because signalized crossings are spaced at predominantly half-mile intervals along Eagle Road. A project segmentation map is attached to this memo.

Segments 17 and 18 were later changed to one mile in length because they already feature continuous (though non-compliant) sidewalks and similar residential conditions along their

entire length. Also, the signalized intersection of Eagle Road & Bristol Heights Drive/Hobble Creek Drive is not spaced at the half-mile. Dividing the segments at this intersection would have resulted in two short segments that do not warrant separate evaluation due to their similar conditions.

Segments 13 and 14 were later split into four segments (13-M, 13-B, 14-M, and 14-B), each between 0.2 and 0.3 miles long. They were divided along the Boise-Meridian city limits to allow the two municipalities to work on them separately.

### **Environmental Scan**

Keller Associates completed a windshield survey of the Eagle Road corridor for potential environmental problems. Minor notes include several canal crossings, possible underground tanks on a vacant agricultural lot in Segment 6, and possible ground contamination from old cars and equipment on a residential site in Segment 11. No fatal flaws were observed in the environmental scan, and further research will be performed in Phase 2. A summary of the windshield survey is attached to this memo.

### **Opinions of Probable Construction Cost**

Probable construction cost was used as a subjective measure of estimated cost per unit length of improved pathway. Therefore, segments with the shortest length of non-compliant pathway received relatively higher cost ratings due to economies of scale. Costs such as administration, mobilization, and design fees are required for every project regardless of size.

Other factors that increased cost per length included possible right-of-way conflicts/-acquisitions, utility or sign relocations, structures required for canal crossings or grade separations, earthwork, slopes, design complexity, and railroad crossings. A summary of and justification for the opinions of probable cost per segment is attached to this memo.

### **Evaluation Criteria, Point Ranges, and Weights**

Keller Associates established evaluation criteria, point ranges, and weights before populating the evaluation matrix with data. After populating the matrix, an iterative approach of adjusting the criteria/points/weighting and evaluating results was used to optimize the matrix. Keller Associates attempted to balance the number of qualitative and quantitative criteria. Care was taken to avoid representing the same concepts in multiple criteria. The evaluation criteria, point ranges, and weights were reviewed by the City of Meridian, City of Boise, COMPASS, and Idaho Transportation Department prior to their finalization.

The number of points available for each criteria ranged from 0 to 10 and were designed so that a wide range of points would be given to the various segments for any given criteria (as opposed to all the segments getting a similar score in a criterion). This maximizes the strength of each criteria. Point ranges were also designed to be valid for future use of the evaluation matrix.

The development of each criteria is summarized below. The final evaluation matrix, data input, results, and individual segment sheets are attached to this memo. From this matrix, the four highest-ranking segments were selected to proceed into Phase 2 for further examination.

Stakeholders, the City of Meridian, and the Meridian Transportation Commission reviewed and approved the results prior to Phase 1 conclusion.

- **Existing Sidewalk Presence/Width/Attachment**

This criteria evaluates the non-compliant conditions along the segment and is weighted by length. Areas absent of sidewalk were given 10 points, while. Existing but non-compliant pathways were assigned lower scores of one to three points.

Compliant pathways are not included in the calculation; for example, Segment 14-M has 1,600 feet of compliant pathway and a 100-foot gap, and would therefore receive 10 points because the only non-compliant section of pathway is a gap. Compliant pathways were originally included in the calculation but were removed after adding the Percentage of Gaps criteria, in order to avoid redundant criteria.

- **Percentage of Gaps**

This criteria was created to emphasize the importance of filling gaps in the pathway system over improving existing pathways. Points are assigned based on the percentage of segment length with gaps.

- **Ease of Construction**

This criteria prioritizes straight-forward projects over those with potential of being delayed due to environmental, permitting, utilities, right-of-way, or design complexity; each of the five categories are assigned zero to two points. This measures ease or difficulties that would not have an effect on construction cost.

- **Potential for Development**

This criteria was created to reduce the priority of improvements that are likely to be constructed in the near future by a private developer. Points were awarded on an inverse scale compared to other criteria, with 10 representing *low* potential and zero representing *high* potential for development.

- **School Proximity**

This criteria prioritizes segments near schools to provide safe routes to school and potentially reduce the need for safety busing. Initially, points were assigned to schools based on a distance of up to a mile away from Eagle Road, but the distance was lowered to ½ mile, as that was found to be the furthest distance from any segment to a school property.

- **Cost per Length**

This criteria was created to quantify and prioritize the most cost-effective improvements. Opinions of Probable Cost discussed previously were used as input data for this criteria. Originally, this criteria was measured in *total cost per segment* to prioritize projects with low total cost for adoption into the STIP. It was later changed to *cost per unit length* of non-compliant sidewalk in order to prioritize improvements that would provide the best “bang for the buck.”

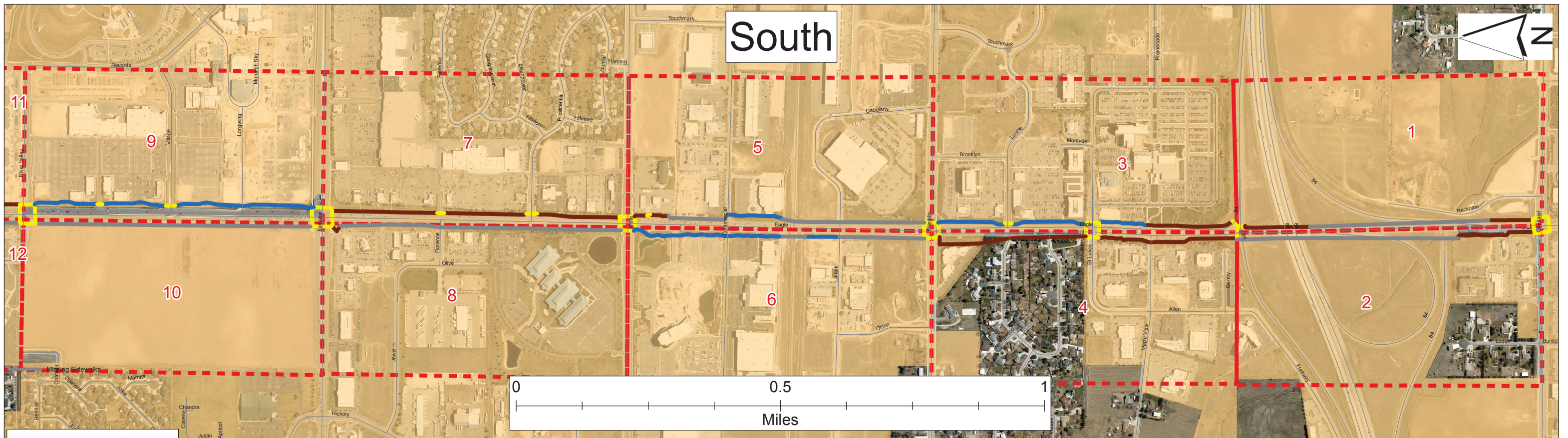
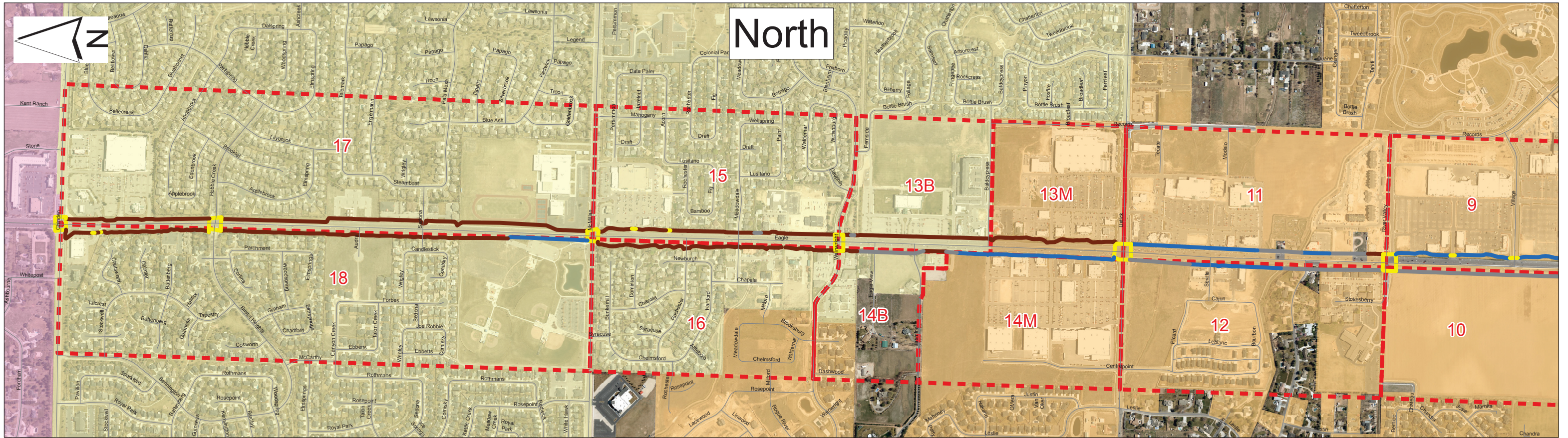


- **Crash History**  
This criteria was created to quantify and prioritize segments that would be made safer by adding separated, 10-foot pathways. Crash History was weighted relatively low because crashes involving pedestrians or bicycles were found to be rare, and therefore may be anomalies rather than true representations of safety issues.
- **Existing Ped/Bike Usage**  
This criteria was created to prioritize segments that currently see the most pedestrian and bicycle use, as reported by reported Strava trips within the segments.
- **Future Ped/Bike Demand**  
This criteria was created to prioritize segments that are likely to see the largest increase in pedestrian and bicycle use in the future. Future travel was estimated by creating origin-destination pairs of planned origins (residential) and destination land uses (activity centers) within ¼ mile of each other.

Attachments: Project segmentation map (1 page)  
Environmental windshield survey summary (1 page)  
Opinions of probable construction cost (1 page)  
Evaluation criteria, points, and weighting summary (1 page)  
Data input summary (1 page)  
Evaluation matrix results (1 page)  
Individual segment worksheets (20 pages)

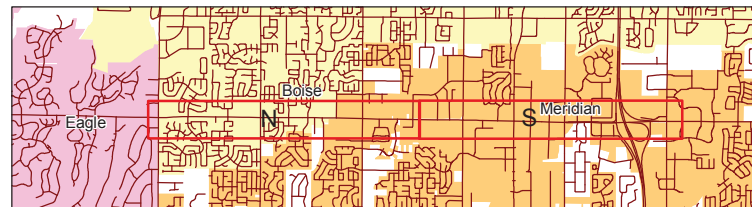


# Eagle Corridor Pathway Identification



— Regional\_Centerline  
— Missing Sidewalks  
— Below Standard  
— Preferred/Meets Standard  
■ Crosswalks  
 Segments

**City Limits**  
 Meridian  
 Boise  
 Eagle





**Windshield Survey Summary**  
**Eagle Road from Overland Avenue to Chinden Boulevard**  
**March 28, 2016**  
**Roland Rocha, PE**

No significant environmental concerns observed. A few potential concerns include:

- A large irrigation canal potentially leading to waters of the U.S. on the north side of E. St. Luke's Street.
- On the Northwest corner of Eagle and Franklin is an undeveloped farm site with buildings and mechanical equipment. This is a possibility of underground storage tanks and fuel contamination.
- There is undeveloped farmland at multiple locations along Eagle Road. If these plots are designated as prime farmland that may be an issue to convert it to urban use.
- There is a canal north of E Leslie Drive that could lead to waters of the U.S.
- There is an old residential site north of Leslie Drive. Historical aerial imagery (see below) shows old cars and equipment being stored here. Car batteries can be a source of lead contamination in soils. Fuel and oil from the machinery could also contaminate the soils. As of March 18, 2016 the site is actively being cleared with heavy equipment for construction of apartment buildings.



- There is a large canal north of Wainright Avenue that could lead to waters of the U.S.
- There is a crossing of Fivemile Creek at the eastbound I-84 off-ramp that could lead to waters of the U.S.
- There is a ditch/canal crossing about 150 feet south of Wainright Avenue that could lead to waters of the U.S.



# Eagle Road: Opinions of Probable Construction Cost

Construction cost per unit length of non-compliant sidewalk to achieve a compliant multi-use path. Compliant is defined as a 10-foot-wide, separated, non-meandering path. Assumptions: 1) a meandering pathway is acceptable if the pathway is already otherwise compliant; 2) non-compliant sidewalk must be replaced, not added on to.

Updated 6/2/2016

Segment	Side	From	To	Non-compliant Length (mi)	Notes	Total Cost	Cost per Unit Length
1	East	Overland	I-84 WB Ramps	0.5	There appears to be space for a separated pathway within the existing right of way. Construct sidewalk in existing gap, will require crossing the eastbound on-ramp--construct pedestrian underpass under on-ramp. Construct pedestrian overpass over I-84 mainline. Additional study will be needed to assess the feasibility of these alternatives. Fivemile Creek crosses beneath the on/off ramp signalized intersection and may affect construction.	Very High	Very High
2	West	Overland	I-84 WB Ramps	0.5	Will likely require an easement/right of way aquisition south of I-84 eastbound ramps. Provide north-south pedestrian crossing at the eastbound off-ramp intersection and perform necessary signal modifications. Construct pedestrian underpass across the eastbound loop on-ramp. Construct pedestrian overpass over I-84 mainline. Additional study will be needed to assess the feasibility of these alternatives. Fivemile Creek crosses beneath the on/off ramp signalized intersection and may affect construction.	Very High	Very High
3	East	I-84 WB Ramps	Franklin	0.1	Separate existing sidewalk near I-84 ramps from the road. Easement/right of way required.	Low	High
4	West	I-84 WB Ramps	Franklin	0.5	Widen sidewalk and separate where it is adjacent to curb. Large canal crossing. Might need to cut into private property to achieve 10' separated sidewalk. Possible relocations: power/telephone poles, irrigation boxes, fences.	High	Medium
5	East	Franklin	Pine	0.4	Sidewalks mostly absent, some compliant, some separated but not 10'. Railroad crossing. Slopes. May require an easement/right of way. Possible relocations: fences.	Medium/High	High
6	West	Franklin	Pine	0.2	Gap at railroad crossing and gap next to Franklin, the rest (2/3 of segment length) is compliant. Slopes. Will likely require an easement/right of way by the empty lot at the corner of Franklin and Eagle. Possible relocations: irrigation boxes.	Medium/Low	High
7	East	Pine	Fairview	0.4	About a third of the segment has separated sidewalks less than 10', the rest has attached sidewalks less than 10'. Landscaped drainage swale by attached segment. Easement/right of way required for most of the segment. Possible relocations: storm drains, signs, telephone/power poles.	Medium	Medium
8	West	Pine	Fairview	0.5	No existing sidewalks. Easement/right of way required for approximately half of the segment. Possible relocations: signs, pad-mounted transformers.	Medium/Low	Low
9	East	Fairview	River Valley		All of segment is compliant.	None	None
10	West	Fairview	River Valley	0.5	No existing sidewalks. Separated sidewalk may fit in existing right of way, but sidewalk may be developed outside the right of way like in Segment 9.	Medium/Low	Low
11	East	River Valley	Ustick	0.1	Two short gaps, the rest is up to standard. Easements/right of way may be required to construct sidewalk in the gaps. One segment is currently under development; assume that the canal crossing is not included. Possible relocations: fences.	Medium/Low	High
12	West	River Valley	Ustick	0.3	Two gaps totaling over half the segment in length. Landscaping, regrading, and easements/right of way may be needed near intersection with River Valley to accommodate 10' separated sidewalk. Two canal crossings.	Medium	Medium
13-M	East	Ustick	City Limit	0.2	Separated 8' meandering sidewalk. Additional easements/right of way should be minor, because work should consist of replacing existing sidewalk with slightly wider non-meandering sidewalk.	Medium/Low	Medium
13-B	East	City Limit	Wainwright	0.3	One small gap across a canal crossing, the rest has separated sidewalk but is not 10'. Additional easements/right of way should be minor, because of the existing detached sidewalk. Possible relocations: telephone/power poles, fence, irrigation boxes.	Medium/Low	Medium
14-M	West	Ustick	City Limit	0.02	One 100' gap adjacent to city limit. Possible easement required.	Low	High
14-B	West	City Limit	Wainwright	0.2	Two gaps and two sections with separated sidewalk less than 10'. May have to deal with slopes and clearing trees. Canal crossing. Easements/right of way likely required for sections with gaps. Possible relocations: power/telephone poles.	Medium/Low	High
15	East	Wainwright	McMillan	0.4	A couple small gaps, the rest is separated but less than 10'. Canal crossing. Trees/landscaping might have to be replaced. Additional easements/right of way should be minor, because of the existing detached sidewalk. Possible relocations: power/telephone poles, fences.	Medium	Medium
16	West	Wainwright	McMillan	0.5	A couple small gaps, the rest is separated but less than 10'. Canal crossing. Lots of relandscaping, sidewalk is right up against businesses. Additional easements/right of way should be minor, because of the existing detached sidewalk. Possible relocations: signs, power/telephone poles.	Medium	Medium
17	East	McMillan	Chinden	1.0	Mile long segment. About half is up against the curb and less than 10', the rest is separated and less than 10'. Attached sections will probably need easements/right of way. Possible relocations: signs, power/telephone poles, irrigation boxes.	High	Low
18	West	McMillan	Chinden	1.0	Mile long segment. Sidewalks are continuous and separated but are not 10' wide. North of the athletic park the sidewalk is on a slope with landscaping on both sides. Easements/right of way not likely needed. Possible relocations: power/telephone and light poles.	Medium/High	Low

Cost Category	Count	Count
Very High	2	2
High	2	6
Medium/High	2	
Medium	4	7
Medium/Low	7	
Low	2	4
None	1	1
<b>Total</b>	<b>20</b>	<b>20</b>

# Evaluation Criteria, Point Ranges, and Weighting

Updated 6/2/2016

Criteria	Type	Points											Descriptions/Notes	Weight	
		0	1	2	3	4	5	6	7	8	9	10			
<b>Existing Sidewalk Presence/Width/Attachment</b>	Quantitative	Detached ≥ 10' (Compliant)	Attached ≥ 10'	Detached < 10'	Attached < 10'								Absent	Weighted by length of each non-compliant condition along the segment.	5
<b>Percentage of Gaps</b>	Quantitative	0	1 to 10 percent of segment length	11 to 20 percent of segment length	21 to 30 percent of segment length	31 to 40 percent of segment length	41 to 50 percent of segment length	51 to 60 percent of segment length	61 to 70 percent of segment length	71 to 80 percent of segment length	81 to 90 percent of segment length	91 to 100 percent of segment length		Percentage of segment length without existing sidewalks or pathways.	5
<b>Ease of Construction</b>	Qualitative	Low					Medium						High	Award 0 to 2 points for each of the following categories (0=difficult, 1=moderate, 2=easy): A. Environmental; B. Permitting; C. Utilities; D. Right of Way; and E. Design Complexity.  These ratings reflect ease or difficulty not included in project cost, i.e., delays affecting construction.	4
<b>Potential for Development</b>	Qualitative	High					Medium						Low	Based on professional judgement and input from stakeholders.	4
<b>School Proximity</b>	Quantitative	> 0.5 miles	0.46 to 0.50 miles	0.41 to 0.45 miles	0.36 to 0.40 miles	0.31 to 0.35 miles	0.26 to 0.30 miles	0.21 to 0.30 miles	0.16 to 0.20 miles	0.11 to 0.15 miles	0.01 to 0.10 miles	School fronts Eagle Road		Distance from Eagle Road multi-use path to closest school property line.	3
<b>Cost per Length</b>	Qualitative	Very High				High			Medium				Low	Ratings from Task 2.4: Opinions of Probable Cost. Estimated construction cost <u>per unit length</u> of non-compliant sidewalk.	3
<b>Crash History</b>	Quantitative	0	1 to 10 percent of max	11 to 20 percent of max	21 to 30 percent of max	31 to 40 percent of max	41 to 50 percent of max	51 to 60 percent of max	61 to 70 percent of max	71 to 80 percent of max	81 to 90 percent of max	91 to 100 percent of max		Max = highest number of Eagle Road crashes along any one segment.  Pedestrian/bicycle crashes within a segment are used to determine points. Only use crashes that may be prevented by adding or improving a ped/bike path, e.g., crashes occurring in crosswalks should not be evaluated. <i>Points awarded under this criteria are relative to all evaluated segments.</i>	2
<b>Future Ped/Bike Demand</b>	Quantitative	0 to 20 O-D Pairs	21 to 40 O-D Pairs	41 to 60 O-D Pairs	61 to 80 O-D Pairs	81 to 100 O-D Pairs	101 to 120 O-D Pairs	121 to 140 O-D Pairs	141 to 160 O-D Pairs	161 to 180 O-D Pairs	181 to 200 O-D Pairs	> 200 O-D Pairs		Create <b>origin-destination pairs</b> using potential future destination land uses and existing origins within 1/4 mile of each other. This only creates pairs between origins and destination <u>land uses</u> , which results in fewer pairings than if origins were paired with individual businesses or destinations. <b>Walkscore</b> and <b>Walkshed</b> datasets are reflected in this criteria. Note that this criteria does not control for segment length, and therefore favors longer segments.	1
<b>Existing Ped/Bike Usage</b>	Quantitative	0	1 to 10 percent of max	11 to 20 percent of max	21 to 30 percent of max	31 to 40 percent of max	41 to 50 percent of max	51 to 60 percent of max	61 to 70 percent of max	71 to 80 percent of max	81 to 90 percent of max	91 to 100 percent of max		Max = highest number of Eagle Road Strava trips in any one segment.  <u>Use a weighted average</u> of <b>Strava</b> trips within the segment. <i>Points awarded under this criteria are relative to all evaluated segments.</i>	1

# Data Input

Updated 6/2/2016

Criteria	Segment																		Weight			
	1	2	3	4	5	6	7	8	9	10	11	12	13-M	13-B	14-M	14-B	15	16		17	18	
<b>Existing Sidewalk Presence/Width/Attachment</b>	Absent: 0.3 miles Attached <10': 0.18 miles	Absent: 0.35 miles Attached <10': 0.05 miles Detached <10': 0.09 miles	Attached <10': 0.14 miles Detached >=10' (Compliant): 0.32 miles	Attached <10': 0.41 miles Detached <10': 0.07 miles	Absent: 0.34 miles Attached <10': 0.03 miles Detached <10': 0.02 miles Detached >=10' (Compliant): 0.09 miles	Absent: 0.18 miles Detached >=10' (Compliant): 0.3 miles	Attached <10': 0.31 miles Detached <10': 0.14 miles	Absent: 0.46 miles Detached <10': 0.02 miles	Detached >=10' (Compliant): 0.44 miles	Absent: 0.45 miles	Absent: 0.07 miles Detached <10': 0.03 miles Detached >=10' (Compliant): 0.38 miles	Absent: 0.31 miles Detached >=10' (Compliant): 0.17 miles	Detached <10': 0.25 miles	Absent: 0.01 miles Detached <10': 0.27 miles	Absent: 0.02 miles Detached >=10' (Compliant): 0.3 miles	Absent: 0.13 miles Detached <10': 0.07 miles	Absent: 0.01 miles Detached <10': 0.42 miles	Detached <10': 0.46 miles	Attached <10': 0.47 miles Detached <10': 0.51 miles	Attached <10': 0.11 miles Detached <10': 0.88 miles	<b>5</b>	
<b>Percentage of Gaps</b>	63%	72%	0%	0%	70%	37%	0%	95%	0%	100%	15%	64%	0%	2%	6%	64%	3%	0%	0%	0%	<b>5</b>	
<b>Ease of Construction</b>	<b>A. Environmental</b>	Moderate - 1	Moderate - 1	Easy - 2	Moderate - 1	Easy - 2	Moderate - 1	Easy - 2	Easy - 2	N/A - 0	Easy - 2	Moderate - 1	Moderate - 1	Easy - 2	Moderate - 1	Easy - 2	Easy - 2	Easy - 2	Moderate - 1	Easy - 2	Easy - 2	<b>4</b>
	<b>B. Permitting</b>	Moderate - 1	Moderate - 1	Easy - 2	Moderate - 1	Difficult - 0	Difficult - 0	Easy - 2	Easy - 2	N/A - 0	Easy - 2	Moderate - 1	Moderate - 1	Easy - 2	Moderate - 1	Easy - 2	Easy - 2	Moderate - 1	Moderate - 1	Easy - 2	Easy - 2	
	<b>C. Utilities</b>	Easy - 2	Easy - 2	Easy - 2	Moderate - 1	Easy - 2	Moderate - 1	Easy - 2	Moderate - 1	N/A - 0	Easy - 2	Easy - 2	Easy - 2	Easy - 2	Moderate - 1	Moderate - 1	Moderate - 1	Moderate - 1	Moderate - 1	Moderate - 1	Moderate - 1	
	<b>D. Right of Way</b>	Easy - 2	Moderate - 1	Easy - 2	Difficult - 0	Difficult - 0	Easy - 2	Moderate - 1	Moderate - 1	N/A - 0	Easy - 2	Easy - 2	Difficult - 0	Easy - 2	Moderate - 1	Easy - 2	Difficult - 0	Moderate - 1	Moderate - 1	Moderate - 1	Easy - 2	
	<b>E. Design Complexity</b>	Difficult - 0	Difficult - 0	Easy - 2	Moderate - 1	Difficult - 0	Difficult - 0	Difficult - 0	Easy - 2	N/A - 0	Easy - 2	Moderate - 1	Difficult - 0	Easy - 2	Easy - 2	Easy - 2	Moderate - 1	Easy - 2	Difficult - 0	Moderate - 1	Moderate - 1	
<b>Potential for Development</b>	10	10	10	10	7	6	8	8	10	0	6	6	10	10	5	8	10	10	10	10	<b>4</b>	
<b>School Proximity</b>	0.55	0.52	0.43	0.40	0.41	0.38	0.52	0.50	0.10	0.07	0.10	0.07	0.42	0.44	0.41	0.46	0.02	0.03	School fronts Eagle Road	0.02	<b>3</b>	
<b>Cost per Length</b>	Very High	Very High	High	Medium	High	High	Medium	Low	None	Low	High	Medium	Medium	Medium	High	High	Medium	Medium	Low	Low	<b>3</b>	
<b>Crash History</b>	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	<b>2</b>	
<b>Future Ped/Bike Demand</b>	4	20	35	145	54	27	123	1	11	13	24	231	1	0	48	24	121	512	689	858	<b>1</b>	
<b>Existing Ped/Bike Usage</b>	3	3	22	20	18	19	15	15	15	12	19	20	43	33	6	34	28	38	62	53	<b>1</b>	



# Populated Evaluation Matrix

Updated 6/2/2016

Criteria	Points by Segment																		Weight		
	1	2	3	4	5	6	7	8	9	10	11	12	13-M	13-B	14-M	14-B	15	16		17	18
Existing Sidewalk Presence/Width/Attachment	7	8	3	3	9	10	3	10	0	10	8	10	2	2	10	7	2	2	2	2	5
Percentage of Gaps	7	8	0	0	7	4	0	10	0	10	2	7	0	1	1	7	1	0	0	0	5
Ease of Construction	6	5	10	4	4	4	7	8	0	10	7	4	10	6	9	6	7	4	7	8	4
Potential for Development	10	10	10	10	7	6	8	8	10	0	6	6	10	10	5	8	10	10	10	10	4
School Proximity	0	0	2	3	2	3	0	1	9	9	9	9	2	2	2	1	9	9	10	9	3
Cost per Length	0	0	4	7	2	2	7	10	0	10	4	7	7	7	4	4	7	7	10	10	3
Crash History	0	0	10	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	2
Future Ped/Bike Demand	0	0	1	7	2	1	6	0	0	0	1	10	0	0	2	1	6	10	10	10	1
Existing Ped/Bike Usage	1	1	4	4	3	4	3	3	3	2	4	4	7	6	1	6	5	7	10	10	1
<b>Segment Totals</b>	135	141	138	112	161	130	105	200	70	199	146	207	124	112	132	148	142	131	158	159	
<b>Rank</b>	<b>12</b>	<b>10</b>	<b>11</b>	<b>17</b>	<b>4</b>	<b>15</b>	<b>19</b>	<b>2</b>	<b>20</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>16</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>9</b>	<b>14</b>	<b>6</b>	<b>5</b>	

# Segment 1

## Overland to I-84 WB Ramps

## East Side of Eagle Road

Updated 6/2/2016

Criteria		Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>		Absent: 0.3 miles Attached <10': 0.18 miles	7	5	35	
<b>Percentage of Gaps</b>		63%	7	5	35	Absent: 0.3 miles Attached <10': 0.18 miles
<b>Ease of Construction</b>	A. Environmental	Moderate - 1	6	4	24	A. Environmental - Canal crossing B. Permitting - Canal company C. Utilities - No major above-ground utilities D. Right of Way - Minor or no acquisitions E. Design Complexity - HAWK installation or tunneling, interstate overpass
	B. Permitting	Moderate - 1				
	C. Utilities	Easy - 2				
	D. Right of Way	Easy - 2				
	E. Design Complexity	Difficult - 0				
<b>Potential for Development</b>		Low	10	4	40	Entire segment is within ITD right of way. Low likelihood of private development along Eagle Road south of interchange.
<b>School Proximity</b>		0.55 miles	0	3	0	
<b>Cost per Length</b>		Very High	0	3	0	There appears to be space for a separated pathway within the existing right of way. Construct sidewalk in existing gap, will require crossing the eastbound on-ramp--construct pedestrian underpass under on-ramp. Construct pedestrian overpass over I-84 mainline. Additional study will be needed to assess the feasibility of these alternatives. Fivemile Creek crosses beneath the on/off ramp signalized intersection and may affect construction.
<b>Crash History</b>		0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)
<b>Future Ped/Bike Demand</b>		4 O-D Pairs	0	1	0	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>		3 Strava trips	1	1	1	Maximum number of Strava trips in any one segment: 62 (Segment 17)
					<b>Total Points</b>	135/280
					<b>Rank</b>	12

# Segment 2

## Overland to I-84 WB Ramps

## West Side of Eagle Road

Updated 6/2/2016

Criteria		Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>		Absent: 0.35 miles Attached <10': 0.05 miles Detached <10': 0.09 miles	8	5	40	
<b>Percentage of Gaps</b>		72%	8	5	40	Absent: 0.35 miles Attached <10': 0.05 miles Detached <10': 0.09 miles
<b>Ease of Construction</b>	A. Environmental	Moderate - 1	5	4	20	A. Environmental - Canal crossing B. Permitting - Canal company C. Utilities - No major above-ground utilities D. Right of Way - One easement required south of interchange, property will need to be relandscaped E. Design Complexity - Signal, HAWK installation or tunneling, interstate overpass
	B. Permitting	Moderate - 1				
	C. Utilities	Easy - 2				
	D. Right of Way	Moderate - 1				
	E. Design Complexity	Difficult - 0				
<b>Potential for Development</b>		Low	10	4	40	Most of the segment lies within ITD right of way. There is no apparent incentive for existing developments to replace the existing sidewalk.
<b>School Proximity</b>		0.52 miles	0	3	0	
<b>Cost per Length</b>		Very High	0	3	0	Will likely require an easement/right of way acquisition south of I-84 eastbound ramps. Provide north-south pedestrian crossing at the eastbound off-ramp intersection and perform necessary signal modifications. Construct pedestrian underpass across the eastbound loop on-ramp. Construct pedestrian overpass over I-84 mainline. Additional study will be needed to assess the feasibility of these alternatives. Fivemile Creek crosses beneath the on/off ramp signalized intersection and may affect construction.
<b>Crash History</b>		0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)
<b>Future Ped/Bike Demand</b>		20 O-D Pairs	0	1	0	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>		3 Strava trips	1	1	1	Maximum number of Strava trips in any one segment: 62 (Segment 17)
<b>Total Points</b>					141/280	
<b>Rank</b>					10	



# Segment 3

## I-84 WB Ramps to Franklin

## East Side of Eagle Road

Updated 6/2/2016

Criteria	Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>	Attached <10': 0.14 miles Detached >=10' (Compliant): 0.32 miles	3	5	15	
<b>Percentage of Gaps</b>	0%	0	5	0	Attached <10': 0.14 miles Detached >=10' (Compliant): 0.32 miles
<b>Ease of Construction</b>	A. Environmental	Easy - 2	4	40	A. Environmental - Minimal/none B. Permitting - Minimal/none C. Utilities - No major above-ground utility conflicts D. Right of Way - Easement required E. Design Complexity - Straight-forward sidewalk construction
	B. Permitting	Easy - 2			
	C. Utilities	Easy - 2			
	D. Right of Way	Easy - 2			
	E. Design Complexity	Easy - 2			
<b>Potential for Development</b>	Low	10	4	40	There is no apparent incentive for St. Luke's to replace the existing sidewalk.
<b>School Proximity</b>	0.43 miles	2	3	6	
<b>Cost per Length</b>	High	4	3	12	Separate existing sidewalk near I-84 ramps from the road. Easement/right of way required.
<b>Crash History</b>	1 crash	10	2	20	One night-time B-injury crash between vehicle and pedestrian, 300 ft north of I-84 westbound ramps
<b>Future Ped/Bike Demand</b>	35 O-D Pairs	1	1	1	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>	22 Strava trips	4	1	4	Maximum number of Strava trips in any one segment: 62 (Segment 17)
<b>Total Points</b>				138/280	
<b>Rank</b>				11	

# Segment 4

I-84 WB Ramps to Franklin

West Side of Eagle Road

Updated 6/2/2016

Criteria	Condition	Points	Weight	Product	Descriptions/Notes	
<b>Existing Sidewalk Presence/Width/Attachment</b>	Attached <10': 0.41 miles Detached <10': 0.07 miles	3	5	15		
<b>Percentage of Gaps</b>	0%	0	5	0	Attached <10': 0.41 miles Detached <10': 0.07 miles	
<b>Ease of Construction</b>	A. Environmental	Moderate - 1	4	4	16	A. Environmental - Canal crossing B. Permitting - Canal company C. Utilities - Possible telephone/power pole and irrigation box relocations D. Right of Way - Easements required for several properties, relandscaping required and possible business sign relocations E. Design Complexity - Existing berm complicates design
	B. Permitting	Moderate - 1				
	C. Utilities	Moderate - 1				
	D. Right of Way	Difficult - 0				
	E. Design Complexity	Moderate - 1				
<b>Potential for Development</b>	Low	10	4	40	There is no apparent incentive for existing developments to replace the existing sidewalk.	
<b>School Proximity</b>	0.4 miles	3	3	9		
<b>Cost per Length</b>	Medium	7	3	21	Widen sidewalk and separate where it is adjacent to curb. Large canal crossing. Might need to cut into private property to achieve 10' separated sidewalk. Possible relocations: power/telephone poles, irrigation boxes, fences.	
<b>Crash History</b>	0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)	
<b>Future Ped/Bike Demand</b>	145 O-D Pairs	7	1	7	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)	
<b>Existing Ped/Bike Usage</b>	20 Strava trips	4	1	4	Maximum number of Strava trips in any one segment: 62 (Segment 17)	
<b>Total Points</b>				112/280		
<b>Rank</b>				17		

# Segment 5

Franklin to Pine

East Side of Eagle Road

Updated 6/2/2016

Criteria		Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>		Absent: 0.34 miles Attached <10': 0.03 miles Detached <10': 0.02 miles Detached >=10' (Compliant): 0.09 miles	9	5	45	
<b>Percentage of Gaps</b>		70%	7	5	35	Absent: 0.34 miles Attached <10': 0.03 miles Detached <10': 0.02 miles Detached >=10' (Compliant): 0.09 miles
<b>Ease of Construction</b>	A. Environmental	Easy - 2	4	4	16	A. Environmental - Minimal/none B. Permitting - UPRR C. Utilities - No major above-ground utility conflicts D. Right of Way - Easements required for several properties, possible fence relocations and parking space removal E. Design Complexity - Slopes
	B. Permitting	Difficult - 0				
	C. Utilities	Easy - 2				
	D. Right of Way	Difficult - 0				
	E. Design Complexity	Difficult - 0				
<b>Potential for Development</b>		Medium/Low	7	4	28	Most of the segment is within CenterCal project limits and the City may be able to add compliant sidewalks to the project scope. Other improvements are needed in railroad right of way. One vacant parcel without sidewalk.
<b>School Proximity</b>		0.41 miles	2	3	6	
<b>Cost per Length</b>		High	2	3	6	Sidewalks mostly absent, some compliant, some separated but not 10'. Railroad crossing. Slopes. May require an easement/right of way. Possible relocations: fences.
<b>Crash History</b>		1 crash	10	2	20	One B-injury crash between vehicle and bicycle at Commercial Drive intersection
<b>Future Ped/Bike Demand</b>		54 O-D Pairs	2	1	2	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>		18 Strava trips	3	1	3	Maximum number of Strava trips in any one segment: 62 (Segment 17)
					<b>Total Points</b>	161/280
					<b>Rank</b>	4



# Segment 6

Franklin to Pine

West Side of Eagle Road

Updated 6/2/2016

Criteria	Condition	Points	Weight	Product	Descriptions/Notes	
<b>Existing Sidewalk Presence/Width/Attachment</b>	Absent: 0.18 miles Detached >=10' (Compliant): 0.3 miles	10	5	50		
<b>Percentage of Gaps</b>	37%	4	5	20	Absent: 0.18 miles Detached >=10' (Compliant): 0.3 miles	
<b>Ease of Construction</b>	A. Environmental	Moderate - 1	4	4	16	A. Environmental - Undeveloped farm site with mechanical equipment, possible ground contamination B. Permitting - UPRR C. Utilities - Possible irrigation box and manhole relocations D. Right of Way - Only one easement required E. Design Complexity - Slopes
	B. Permitting	Difficult - 0				
	C. Utilities	Moderate - 1				
	D. Right of Way	Easy - 2				
	E. Design Complexity	Difficult - 0				
<b>Potential for Development</b>	Medium	6	4	24	Most of the segment is within CenterCal project limits and the City may be able to add compliant sidewalks to the project scope. Other improvements are needed in railroad right of way. Two vacant parcels without sidewalk.	
<b>School Proximity</b>	0.38 miles	3	3	9		
<b>Cost per Length</b>	High	2	3	6	Gap at railroad crossing and gap next to Franklin, the rest (2/3 of segment length) is compliant. Slopes. Will likely require an easement/right of way by the empty lot at the corner of Franklin and Eagle. Possible relocations: irrigation boxes.	
<b>Crash History</b>	0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)	
<b>Future Ped/Bike Demand</b>	27 O-D Pairs	1	1	1	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)	
<b>Existing Ped/Bike Usage</b>	19 Strava trips	4	1	4	Maximum number of Strava trips in any one segment: 62 (Segment 17)	
<b>Total Points</b>				130/280		
<b>Rank</b>				15		

# Segment 7

## Pine to Fairview

## East Side of Eagle Road

Updated 6/2/2016

Criteria	Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>	Attached <10': 0.31 miles Detached <10': 0.14 miles	3	5	15	
<b>Percentage of Gaps</b>	0%	0	5	0	Attached <10': 0.31 miles Detached <10': 0.14 miles
<b>Ease of Construction</b>	A. Environmental	Easy - 2	4	28	A. Environmental - Minimal/none B. Permitting - Minimal/none C. Utilities - No major above-ground utility conflicts D. Right of Way - At least two easements required along most or all of segment E. Design Complexity - Drainage swale
	B. Permitting	Easy - 2			
	C. Utilities	Easy - 2			
	D. Right of Way	Moderate - 1			
	E. Design Complexity	Difficult - 0			
<b>Potential for Development</b>	Medium/Low	8	4	32	Segment is within CenterCal project limits and the City may be able to add compliant sidewalks to the project scope.
<b>School Proximity</b>	0.52 miles	0	3	0	
<b>Cost per Length</b>	Medium	7	3	21	About a third of the segment has separated sidewalks less than 10', the rest has attached sidewalks less than 10'. Landscaped drainage swale by attached segment. Easement/right of way required for most of the segment. Possible relocations: storm drains, signs, telephone/power poles.
<b>Crash History</b>	0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)
<b>Future Ped/Bike Demand</b>	123 O-D Pairs	6	1	6	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>	15 Strava trips	3	1	3	Maximum number of Strava trips in any one segment: 62 (Segment 17)
<b>Total Points</b>				105/280	
<b>Rank</b>				19	

# Segment 8

## Pine to Fairview

## West Side of Eagle Road

Updated 6/2/2016

Criteria		Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>		Absent: 0.46 miles Detached <10': 0.02 miles	10	5	50	
<b>Percentage of Gaps</b>		95%	10	5	50	Absent: 0.46 miles Detached <10': 0.02 miles
<b>Ease of Construction</b>	A. Environmental	Easy - 2	8	4	32	A. Environmental - Blue Cross pond may require deliberation, otherwise little or no difficulties B. Permitting - Minimal/none C. Utilities - Possible pad-mounted transformer relocations D. Right of Way - Several easements required along most or all of segment, business sign relocations
	B. Permitting	Easy - 2				
	C. Utilities	Moderate - 1				
	D. Right of Way	Moderate - 1				
	E. Design Complexity	Easy - 2				
<b>Potential for Development</b>		Medium/Low	8	4	32	Segment is within CenterCal project limits and the City may be able to add compliant sidewalks to the project scope.
<b>School Proximity</b>		0.5 miles	1	3	3	
<b>Cost per Length</b>		Low	10	3	30	No existing sidewalks. Easement/right of way required for approximately half of the segment. Possible relocations: signs, pad-mounted transformers.
<b>Crash History</b>		0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)
<b>Future Ped/Bike Demand</b>		1 O-D Pairs	0	1	0	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>		15 Strava trips	3	1	3	Maximum number of Strava trips in any one segment: 62 (Segment 17)
					<b>Total Points</b>	200/280
					<b>Rank</b>	2



# Segment 9

Fairview to River Valley

East Side of Eagle Road

Updated 6/2/2016

Criteria	Condition	Points	Weight	Product	Descriptions/Notes	
<b>Existing Sidewalk Presence/Width/Attachment</b>	Detached >=10' (Compliant): 0.44 miles	0	5	0		
<b>Percentage of Gaps</b>	0%	0	5	0	Detached >=10' (Compliant): 0.44 miles	
<b>Ease of Construction</b>	A. Environmental	N/A - 0	0	4	0	All of segment is compliant. No construction needed.
	B. Permitting	N/A - 0				
	C. Utilities	N/A - 0				
	D. Right of Way	N/A - 0				
	E. Design Complexity	N/A - 0				
<b>Potential for Development</b>	Low	10	4	40	All of segment is compliant. Existing developments have little incentive to replace sidewalk.	
<b>School Proximity</b>	0.1 miles	9	3	27		
<b>Cost per Length</b>	None	0	3	0	All of segment is compliant.	
<b>Crash History</b>	0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)	
<b>Future Ped/Bike Demand</b>	11 O-D Pairs	0	1	0	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)	
<b>Existing Ped/Bike Usage</b>	15 Strava trips	3	1	3	Maximum number of Strava trips in any one segment: 62 (Segment 17)	
<b>Total Points</b>				70/280		
<b>Rank</b>				20		

# Segment 10

Fairview to River Valley

West Side of Eagle Road

Updated 6/2/2016

Criteria	Condition	Points	Weight	Product	Descriptions/Notes
Existing Sidewalk Presence/Width/Attachment	Absent: 0.45 miles	10	5	50	
Percentage of Gaps	100%	10	5	50	Absent: 0.45 miles
Ease of Construction	A. Environmental	10	4	40	A. Environmental - Minimal/none B. Permitting - Minimal/none C. Utilities - No major above-ground utility conflicts D. Right of Way - Easement required for single property owner spanning entire segment length E. Design Complexity - Straight-forward sidewalk construction
	B. Permitting				
	C. Utilities				
	D. Right of Way				
	E. Design Complexity				
Potential for Development	High	0	4	0	High-demand undeveloped property.
School Proximity	0.07 miles	9	3	27	
Cost per Length	Low	10	3	30	No existing sidewalks. Separated sidewalk may fit in existing right of way, but sidewalk may be developed outside the right of way like in Segment 9.
Crash History	0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)
Future Ped/Bike Demand	13 O-D Pairs	0	1	0	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
Existing Ped/Bike Usage	12 Strava trips	2	1	2	Maximum number of Strava trips in any one segment: 62 (Segment 17)
<b>Total Points</b>				199/280	
<b>Rank</b>				<b>3</b>	

# Segment 11

River Valley to Ustick

East Side of Eagle Road

Updated 6/2/2016

Criteria	Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>	Absent: 0.07 miles Detached <10': 0.03 miles Detached >=10' (Compliant): 0.38 miles	8	5	40	Property currently under development was evaluated assuming compliant sidewalks are already in place.
<b>Percentage of Gaps</b>	15%	2	5	10	Absent: 0.07 miles Detached <10': 0.03 miles Detached >=10' (Compliant): 0.38 miles
<b>Ease of Construction</b>	A. Environmental	Moderate - 1	4	28	A. Environmental - Canal crossing B. Permitting - Canal company C. Utilities - No major above-ground utility conflicts D. Right of Way - Easements required for four undeveloped parcels E. Design Complexity - Canal crossing
	B. Permitting	Moderate - 1			
	C. Utilities	Easy - 2			
	D. Right of Way	Easy - 2			
	E. Design Complexity	Moderate - 1			
<b>Potential for Development</b>	Medium	6	4	24	One property is currently under development. Two other undeveloped properties without sidewalks may have moderate development potential. Canal crossing is unlikely to be developed privately.
<b>School Proximity</b>	0.1 miles	9	3	27	
<b>Cost per Length</b>	High	4	3	12	Two short gaps, the rest is up to standard. Easements/right of way may be required to construct sidewalk in the gaps. One segment is currently under development; assume that the canal crossing is not included. Possible relocations: fences.
<b>Crash History</b>	0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)
<b>Future Ped/Bike Demand</b>	24 O-D Pairs	1	1	1	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>	19 Strava trips	4	1	4	Maximum number of Strava trips in any one segment: 62 (Segment 17)
<b>Total Points</b>				146/280	
<b>Rank</b>				8	



# Segment 12

## River Valley to Ustick

## West Side of Eagle Road

Updated 6/2/2016

Criteria		Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>		Absent: 0.31 miles Detached >=10' (Compliant): 0.17 miles	10	5	50	
<b>Percentage of Gaps</b>		64%	7	5	35	Absent: 0.31 miles Detached >=10' (Compliant): 0.17 miles
<b>Ease of Construction</b>	A. Environmental	Moderate - 1	4	4	16	A. Environmental - Canal crossings B. Permitting - Canal company C. Utilities - No major above-ground utility conflicts D. Right of Way - Easements required for up to ten property owners, some properties will need to be relandscaped E. Design Complexity - Existing berm, canal crossing
	B. Permitting	Moderate - 1				
	C. Utilities	Easy - 2				
	D. Right of Way	Difficult - 0				
	E. Design Complexity	Difficult - 0				
<b>Potential for Development</b>		Medium	6	4	24	Undeveloped property without sidewalks may have moderate development potential. There is no apparent incentive for existing developments to install sidewalk.
<b>School Proximity</b>		0.07 miles	9	3	27	
<b>Cost per Length</b>		Medium	7	3	21	Two gaps totaling over half the segment in length. Landscaping, regrading, and easements/right of way may be needed near intersection with River Valley to accommodate 10' separated sidewalk. Two canal crossings.
<b>Crash History</b>		1 crash	10	2	20	One A-injury crash between vehicle and bicycle, a couple hundred feet south of Ustick intersection
<b>Future Ped/Bike Demand</b>		231 O-D Pairs	10	1	10	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>		20 Strava trips	4	1	4	Maximum number of Strava trips in any one segment: 62 (Segment 17)
<b>Total Points</b>					207/280	
<b>Rank</b>					1	

# Segment 13-M

Ustick to City Limit

East Side of Eagle Road

Updated 6/2/2016

Criteria	Condition	Points	Weight	Product	Descriptions/Notes	
<b>Existing Sidewalk Presence/Width/Attachment</b>	Detached <10': 0.25 miles	2	5	10		
<b>Percentage of Gaps</b>	0%	0	5	0	Detached <10': 0.25 miles	
<b>Ease of Construction</b>	A. Environmental	Easy - 2	10	4	40	A. Environmental - Minimal/none B. Permitting - Minimal/none C. Utilities - No major above-ground utility conflicts D. Right of Way - Entire segment already has sidewalks in easements; possible business sign relocations E. Design Complexity - Straight-forward sidewalk construction
	B. Permitting	Easy - 2				
	C. Utilities	Easy - 2				
	D. Right of Way	Easy - 2				
	E. Design Complexity	Easy - 2				
<b>Potential for Development</b>	Low	10	4	40	There is no apparent incentive for existing developments to replace sidewalk.	
<b>School Proximity</b>	0.42 miles	2	3	6		
<b>Cost per Length</b>	Medium	7	3	21	Separated 8' meandering sidewalk. Additional easements/right of way should be minor, because work should consist of replacing existing sidewalk with slightly wider non-meandering sidewalk.	
<b>Crash History</b>	0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)	
<b>Future Ped/Bike Demand</b>	1 O-D Pairs	0	1	0	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)	
<b>Existing Ped/Bike Usage</b>	43 Strava trips	7	1	7	Maximum number of Strava trips in any one segment: 62 (Segment 17)	
<b>Total Points</b>				124/280		
<b>Rank</b>				16		

**Segment 13-B**

**City Limit to Wainwright**

**East Side of Eagle Road**

Updated 6/2/2016

Criteria		Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>		Absent: 0.01 miles Detached <10': 0.27 miles	2	5	10	
<b>Percentage of Gaps</b>		2%	1	5	5	Absent: 0.01 miles Detached <10': 0.27 miles
<b>Ease of Construction</b>	A. Environmental	Moderate - 1	6	4	24	A. Environmental - Canal crossing B. Permitting - Canal company C. Utilities - Possible telephone/power pole and irrigation box relocations D. Right of Way - Negotiations may be required for up to four properties, landscaping may need to be removed or replaced E. Design Complexity - Straight-forward sidewalk construction
	B. Permitting	Moderate - 1				
	C. Utilities	Moderate - 1				
	D. Right of Way	Moderate - 1				
	E. Design Complexity	Easy - 2				
<b>Potential for Development</b>		Low	10	4	40	There is no apparent incentive for existing developments to install or replace sidewalk.
<b>School Proximity</b>		0.44 miles	2	3	6	
<b>Cost per Length</b>		Medium	7	3	21	One small gap across a canal crossing, the rest has separated sidewalk but is not 10'. Additional easements/right of way should be minor, because of the existing detached sidewalk. Possible relocations: telephone/power poles, fence, irrigation boxes.
<b>Crash History</b>		0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)
<b>Future Ped/Bike Demand</b>		0 O-D Pairs	0	1	0	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>		33 Strava trips	6	1	6	Maximum number of Strava trips in any one segment: 62 (Segment 17)
<b>Total Points</b>					112/280	
<b>Rank</b>					17	

# Segment 14-M

Ustick to City Limit

West Side of Eagle Road

Updated 6/2/2016

Criteria		Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>		Absent: 0.02 miles Detached >=10' (Compliant): 0.3 miles	10	5	50	
<b>Percentage of Gaps</b>		6%	1	5	5	Absent: 0.02 miles Detached >=10' (Compliant): 0.3 miles
<b>Ease of Construction</b>	A. Environmental	Easy - 2	9	4	36	A. Environmental - Minimal/none B. Permitting - Minimal/none C. Utilities - Possible irrigation box relocations D. Right of Way - Possible easement required for gap in sidewalk E. Design Complexity - Straight-forward sidewalk construction
	B. Permitting	Easy - 2				
	C. Utilities	Moderate - 1				
	D. Right of Way	Easy - 2				
	E. Design Complexity	Easy - 2				
<b>Potential for Development</b>		Medium	5	4	20	The gap is small enough that it may be filled in by a developer when the segment is built out.
<b>School Proximity</b>		0.41 miles	2	3	6	
<b>Cost per Length</b>		High	4	3	12	One 100' gap adjacent to city limit. Possible easement required.
<b>Crash History</b>		0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)
<b>Future Ped/Bike Demand</b>		48 O-D Pairs	2	1	2	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>		6 Strava trips	1	1	1	Maximum number of Strava trips in any one segment: 62 (Segment 17)
					<b>Total Points</b>	132/280
					<b>Rank</b>	13



# Segment 14-B

City Limit to Wainwright

West Side of Eagle Road

Updated 6/2/2016

Criteria		Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>		Absent: 0.13 miles Detached <10': 0.07 miles	7	5	35	
<b>Percentage of Gaps</b>		64%	7	5	35	Absent: 0.13 miles Detached <10': 0.07 miles
<b>Ease of Construction</b>	A. Environmental	Easy - 2	6	4	24	A. Environmental - Minimal/none B. Permitting - Minimal/none C. Utilities - Possible telephone/power pole relocations D. Right of Way - Negotiations or easements may be required for up to four properties, landscaping and trees will likely need to be removed E. Design Complexity - Existing berm complicates design
	B. Permitting	Easy - 2				
	C. Utilities	Moderate - 1				
	D. Right of Way	Difficult - 0				
	E. Design Complexity	Moderate - 1				
<b>Potential for Development</b>		Medium/Low	8	4	32	There may be incentive for existing developments to install or replace sidewalk.
<b>School Proximity</b>		0.46 miles	1	3	3	
<b>Cost per Length</b>		High	4	3	12	Two gaps and two sections with separated sidewalk less than 10'. May have to deal with slopes and clearing trees. Canal crossing. Easements/right of way likely required for sections with gaps. Possible relocations: power/telephone poles.
<b>Crash History</b>		0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)
<b>Future Ped/Bike Demand</b>		24 O-D Pairs	1	1	1	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>		34 Strava trips	6	1	6	Maximum number of Strava trips in any one segment: 62 (Segment 17)
<b>Total Points</b>					148/280	
<b>Rank</b>					7	

# Segment 15

Wainwright to McMillan

East Side of Eagle Road

Updated 6/2/2016

Criteria		Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>		Absent: 0.01 miles Detached <10': 0.42 miles	2	5	10	
<b>Percentage of Gaps</b>		3%	1	5	5	Absent: 0.01 miles Detached <10': 0.42 miles
<b>Ease of Construction</b>	A. Environmental	Easy - 2	7	4	28	A. Environmental - Minimal/none B. Permitting - Canal company C. Utilities - Possible telephone/power pole relocations D. Right of Way - One easement likely required, possible negotiations with other properties to widen sidewalk, possible landscaping, fence, and sign relocations E. Design Complexity - Canal crossing
	B. Permitting	Moderate - 1				
	C. Utilities	Moderate - 1				
	D. Right of Way	Moderate - 1				
	E. Design Complexity	Easy - 2				
<b>Potential for Development</b>		Low	10	4	40	There is no apparent incentive for existing developments to install or replace sidewalk.
<b>School Proximity</b>		0.02 miles	9	3	27	
<b>Cost per Length</b>		Medium	7	3	21	A couple small gaps, the rest is separated but less than 10'. Canal crossing. Trees/landscaping might have to be replaced. Additional easements/right of way should be minor, because of the existing detached sidewalk. Possible relocations: power/telephone poles, fences.
<b>Crash History</b>		0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)
<b>Future Ped/Bike Demand</b>		121 O-D Pairs	6	1	6	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>		28 Strava trips	5	1	5	Maximum number of Strava trips in any one segment: 62 (Segment 17)
					<b>Total Points</b>	142/280
					<b>Rank</b>	9

# Segment 16

Wainwright to McMillan

West Side of Eagle Road

Updated 6/2/2016

Criteria	Condition	Points	Weight	Product	Descriptions/Notes	
<b>Existing Sidewalk Presence/Width/Attachment</b>	Detached <10': 0.46 miles	2	5	10		
<b>Percentage of Gaps</b>	0%	0	5	0	Detached <10': 0.46 miles	
<b>Ease of Construction</b>	A. Environmental	Moderate - 1	4	4	16	A. Environmental - Canal crossing B. Permitting - Canal company C. Utilities - Possible telephone/power pole relocations D. Right of Way - Negotiations with several properties to widen sidewalk, possible landscaping, fence, and sign relocations E. Design Complexity - Bridge across canal, existing berm
	B. Permitting	Moderate - 1				
	C. Utilities	Moderate - 1				
	D. Right of Way	Moderate - 1				
	E. Design Complexity	Difficult - 0				
<b>Potential for Development</b>	Low	10	4	40	There is no apparent incentive for developments to replace sidewalk.	
<b>School Proximity</b>	0.03 miles	9	3	27		
<b>Cost per Length</b>	Medium	7	3	21	A couple small gaps, the rest is separated but less than 10'. Canal crossing. Lots of relandscaping, sidewalk is right up against businesses. Additional easements/right of way should be minor, because of the existing detached sidewalk. Possible relocations: signs, power/telephone poles.	
<b>Crash History</b>	0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)	
<b>Future Ped/Bike Demand</b>	512 O-D Pairs	10	1	10	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)	
<b>Existing Ped/Bike Usage</b>	38 Strava trips	7	1	7	Maximum number of Strava trips in any one segment: 62 (Segment 17)	
<b>Total Points</b>				131/280		
<b>Rank</b>				14		

# Segment 17

McMillan to Chinden

East Side of Eagle Road

Updated 6/2/2016

Criteria		Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>		Attached <10': 0.47 miles Detached <10': 0.51 miles	2	5	10	
<b>Percentage of Gaps</b>		0%	0	5	0	Attached <10': 0.47 miles Detached <10': 0.51 miles
<b>Ease of Construction</b>	A. Environmental	Easy - 2	7	4	28	A. Environmental - Minimal/none B. Permitting - Minimal/none C. Utilities - Possible telephone/power pole and irrigation box relocations D. Right of Way - Several easements required to separate sidewalk from roadway, possible relandscaping and sign relocations E. Design Complexity - Existing berm and drainage swale complicate design
	B. Permitting	Easy - 2				
	C. Utilities	Moderate - 1				
	D. Right of Way	Moderate - 1				
	E. Design Complexity	Moderate - 1				
<b>Potential for Development</b>		Low	10	4	40	There is no apparent incentive for developments to replace sidewalk.
<b>School Proximity</b>		School fronts Eagle Road	10	3	30	
<b>Cost per Length</b>		Low	10	3	30	Mile long segment. About half is up against the curb and less than 10', the rest is separated and less than 10'. Attached sections will probably need easements/right of way. Possible relocations: signs, power/telephone poles, irrigation boxes.
<b>Crash History</b>		0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)
<b>Future Ped/Bike Demand</b>		689 O-D Pairs	10	1	10	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>		62 Strava trips	10	1	10	Maximum number of Strava trips in any one segment: 62 (Segment 17)
<b>Total Points</b>					158/280	
<b>Rank</b>					6	



# Segment 18

McMillan to Chinden

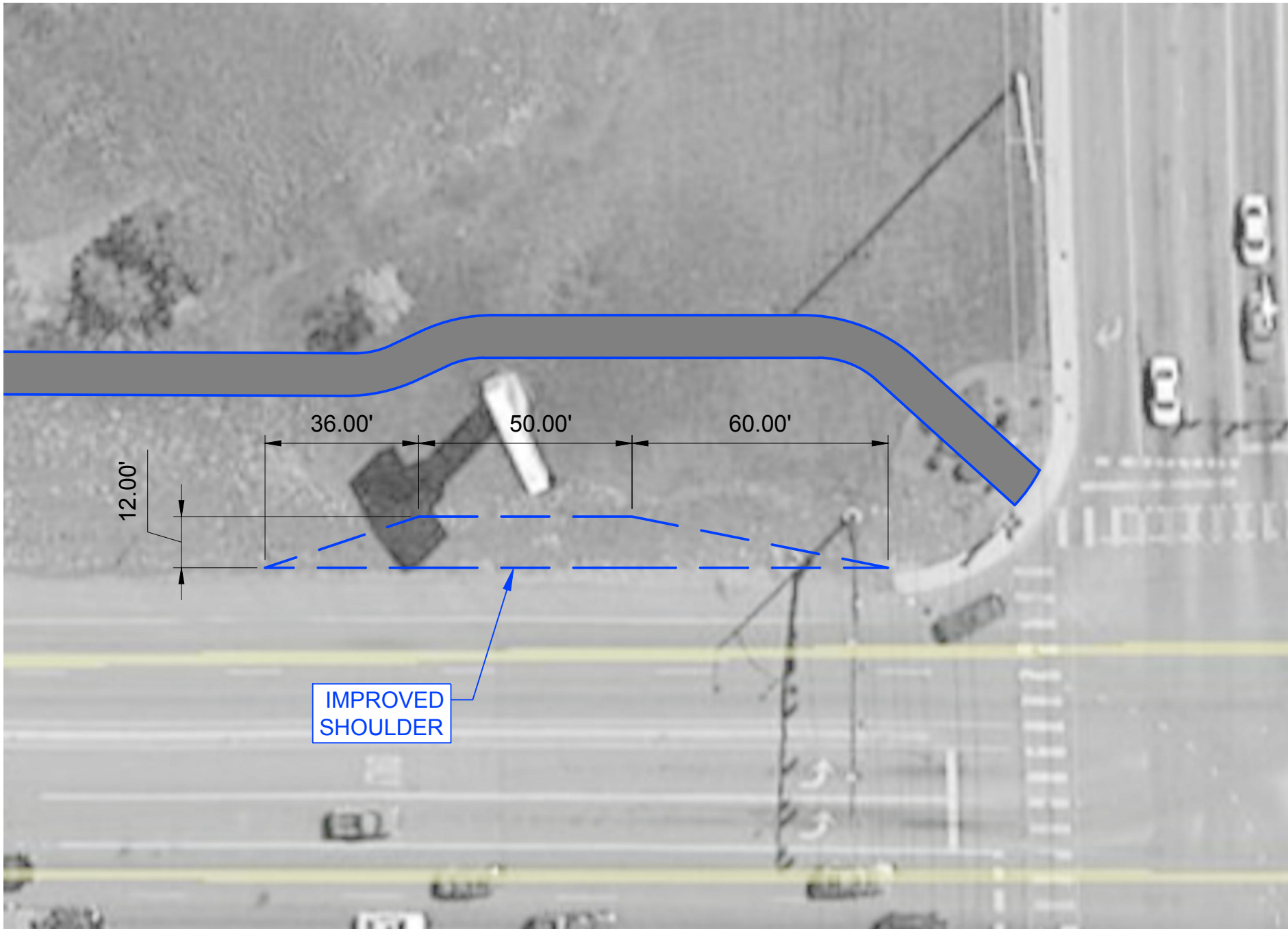
West Side of Eagle Road

Updated 6/2/2016

Criteria	Condition	Points	Weight	Product	Descriptions/Notes
<b>Existing Sidewalk Presence/Width/Attachment</b>	Attached <10': 0.11 miles Detached <10': 0.88 miles	2	5	10	
<b>Percentage of Gaps</b>	0%	0	5	0	Attached <10': 0.11 miles Detached <10': 0.88 miles
<b>Ease of Construction</b>	A. Environmental	Easy - 2	4	32	A. Environmental - Minimal/none B. Permitting - Minimal/none C. Utilities - Possible lighting or telephone/power pole relocations D. Right of Way - Entire segment already has sidewalks in easements; minor negotiations E. Design Complexity - Existing berm complicates design
	B. Permitting	Easy - 2			
	C. Utilities	Moderate - 1			
	D. Right of Way	Easy - 2			
	E. Design Complexity	Moderate - 1			
<b>Potential for Development</b>	Low	10	4	40	There is no apparent incentive for developments to replace sidewalk.
<b>School Proximity</b>	0.02 miles	9	3	27	
<b>Cost per Length</b>	Low	10	3	30	Mile long segment. Sidewalks are continuous and separated but are not 10' wide. North of the athletic park the sidewalk is on a slope with landscaping on both sides. Easements/right of way not likely needed. Possible relocations: power/telephone and light poles.
<b>Crash History</b>	0 crashes	0	2	0	Maximum number of ped/bike crashes in any one segment: 1 (Segments 3, 5, & 12)
<b>Future Ped/Bike Demand</b>	858 O-D Pairs	10	1	10	Maximum number of O-D Pairs in any one segment: 858 (Segment 18)
<b>Existing Ped/Bike Usage</b>	53 Strava trips	10	1	10	Maximum number of Strava trips in any one segment: 62 (Segment 17)
<b>Total Points</b>				159/280	
<b>Rank</b>				5	

# Appendix B

## Phase 2 Supplements



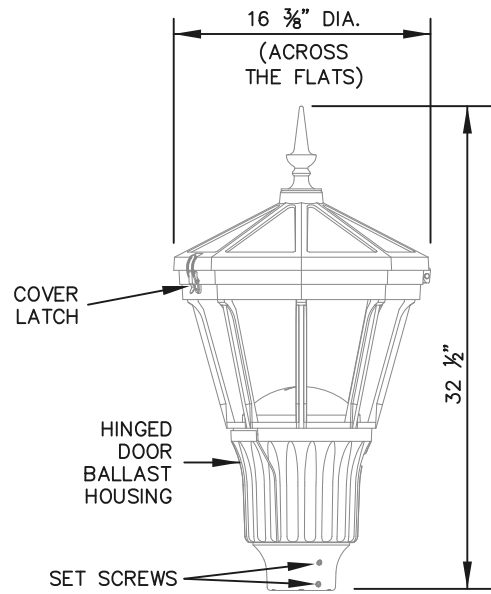
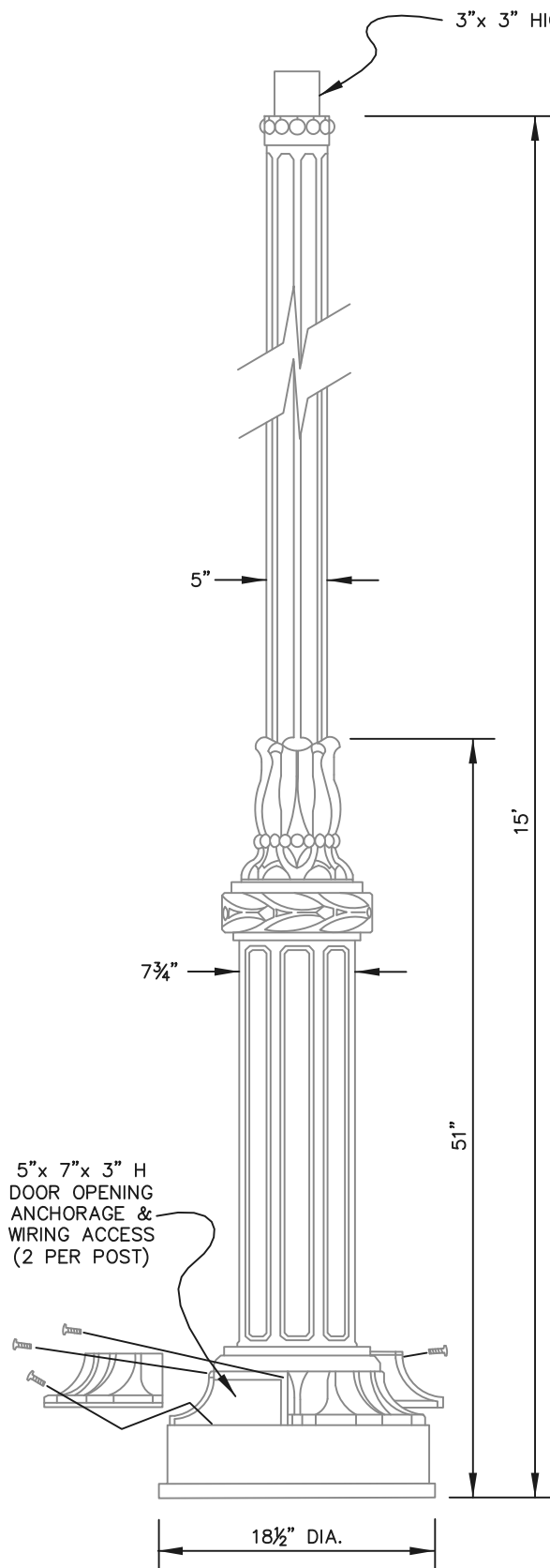
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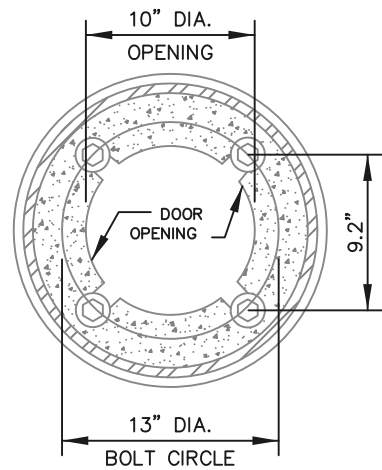
EAGLE ROAD CORRIDOR  
PROJECT DEVELOPMENT SERVICES

EXAMPLE OF IMPROVED SHOULDER

PROJECT NO:  
215056-010



**FIXTURE**



**BOLT PATTERN**

**EAGLE ROAD HISTORICAL STREET  
LIGHT POLE DETAIL**