

Chinden Blvd South Sidewalk

PROJECT DEVELOPMENT



MARCH 2021

Table of Contents

Executive Summary 1

Project Description 2

Project Need 3

Alternatives 9

Alternatives Analysis 12

Right-of-Way & Easements 16

Environmental Scan & Permitting 17

Public Involvement Summary 18

Cost Estimate 19

Funding 20

Project Schedule 21

Agencies and Other Parties Consulted 22

TABLES

Table 1 – 2015-2019 Crash Data 3

Table 2 – COMPASS Communities in Motion Goals 5

Table 3 – Alternatives Analysis 12

FIGURES

Figure 1 – Project Map 2

Figure 2 – Average Annual Daily Traffic (2019) 6

Figure 3 – Crashes (2015-2019) 7

Figure 4 – Connectivity Map 8

Figure 5 – Typical Section; Alternative 1, Segment 1 9

Figure 6 – Typical Section; Alternative 1 & 2, Segment 2 9

Figure 7 – Typical Section; Alternative 2 & 3, Segment 1 10

Figure 8 – Typical Section; Alternative 3, Segment 2 10

Figure 9 – Typical Section; Alternative 3, Segment 3 11

Figure 10 – Alternative 1 Concept Plan 13

Figure 11 – Alternative 2 Concept Plan 14

Figure 12 – Alternative 3 Concept Plan 15

APPENDICES

- A – Cost Estimates
- B - Environmental Information

PREPARED FOR:

PREPARED BY:



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho



J-U-B ENGINEERS, INC.



THE LANGDON GROUP
a J-U-B Company



GATEWAY MAPPING INC.
a J-U-B Company

OTHER J-U-B COMPANIES

Executive Summary

This effort is the result of an approved request made by the City of Garden City and Idaho Transportation Department (Idaho Transportation Department) through COMPASS' Project Development program, funded with federal planning funds from the Federal Highway Administration (FHWA). The purpose of this project is to increase bicycle and pedestrian access and connectivity along Garden City's most highly trafficked highway, Chinden Boulevard (US 20/26).

Three alignment alternatives were considered for the proposed multi-use pathway on the south side of Chinden Boulevard. These alternatives were analyzed for potential environmental impacts, right-of-way and easements, and cost effectiveness.

The timeline of the project depends on the funding sources. Potential funding sources for the proposed project include TAP (Transportation Alternatives Program) funds programmed by ITD; Surface Transportation Program (STP) – Transportation Management Areas (TMA) – Transportation Alternatives Program (TAP) funding sources programmed by COMPASS; and the Communities and Motion (CIM) Implementation Grant. These funding sources are summarized in more detail in this report.



Looking east at the Thurman Drain

Project Description

The proposed sidewalk/pathway project is located on the south side of W Chinden Boulevard (US 20/26), between N Maple Grove Road and N Glenwood Street, in Garden City, Idaho. The project extends approximately one mile and is located within, or directly adjacent to, the road right-of-way.

This project would provide an essential bicycle and pedestrian connection along the highly traveled Chinden Boulevard corridor where facilities are currently lacking. Project activities would include either piping the adjacent Thurman Drain in its entirety along the project limits, or piping segments of the drain to allow for adequate width to install a sidewalk or pathway adjacent to the roadway.

Figure 1 – Project Map



Project Need

OVERVIEW

This project has been identified as a need through public input, adjacent businesses, the City of Garden City and ITD. A previous Charette was conducted that determined the south side, rather than the north side, of Chinden Boulevard to be a more optimal location for a multi-use pathway as the north side of Chinden Boulevard presented right-of-way restrictions and lack of access to adjacent businesses. Chinden Boulevard runs east-west through the southern border of Garden City and is one of the most highly traveled roadways within the City. The project segment of Chinden Boulevard provides access to both the City of Boise and the City of Meridian. This project would fill an essential bicycle and pedestrian gap along the corridor that would provide connections to residential, commercial, and public facilities.

SAFETY

According to ITD, Average Annual Daily Traffic (AADT) ranges from approximately 30,000 to 31,500 vehicles per day along Chinden Boulevard. As a US highway, Chinden Boulevard provides essential connections to adjacent communities, residences, commercial centers, parks, etc. The roadway is comprised of two lanes in each direction, and a fifth lane functioning as a two-way left turn lane, with a speed limit of 50 miles per hour. The roadway lacks sidewalks, making it difficult for recreational and bicycle/pedestrian use along the corridor. Currently, bicyclists and pedestrians are forced to travel along the roadway as an improved surface for all users is currently lacking. See **Figure 2 – Average Annual Daily Traffic (2019)**.

According to ITD crash data spanning from 2015-2019, the planning area contains 189 crashes, with one fatality, six A injury, 17 B injury, 37 C injury and 128 property damage crashes. Injury types can be defined as follows:

- Fatality – death occurred within one month of crash
- A Injury (Serious Injuries) – incapacitating injury (unconscious, transported to hospital)
- B Injury (Visible Injuries) – visible signs of injury (cuts, broken bones)
- C Injury (Possible Injuries) – no visible signs of injury (whiplash, soreness)

TABLE 1 – 2015 - 2019 Crash Data

Year	Crash Type					Total
	Fatality	Type A	Type B	Type C	Property Damage	
2015	0	3	2	3	24	32
2016	0	0	4	15	22	41
2017	0	1	3	8	28	40
2018	1	1	3	5	24	34
2019	0	1	5	6	30	42
Total						189

Inattention, following too closely, improper lane change, failure to yield and speeding were the primary contributing factors. The fatality involved a pedestrian on the north side of Chinden Boulevard near the ITD District 3 property. As displayed on **Figure 3 – Crashes (2015 – 2019)**, the majority of the Type A crashes occurred around intersections, primarily at N Maple Grove Road.

With a rapidly growing population, and crashes steadily increasing within the project area, bicycle and pedestrian improvements are becoming more and more critical. See **Figure 3 – Crashes (2015-2019)**.

MOBILITY/CONNECTIVITY

Multi-modal accessibility is imperative when providing access along residential and commercial corridors. Due to the high speeds and narrow shoulder along Chinden Boulevard, this is not a comfortable environment for most bicycle users and pedestrians are forced to walk along the roadway shoulders. Vehicular travel is currently the only safe and optimal way to travel along this corridor. These unsafe conditions discourage users from choosing alternate modes of transportation.

The proposed project will facilitate access to and from the adjacent commercial corridors along Chinden Boulevard and Glenwood Street, as well as public facilities such as the Ada County Fair Grounds. Additionally, the proposed project would provide an essential connection for students walking and biking to Capital High School, which is located to the south of Glenwood Street and Chinden Boulevard. Without the proposed sidewalk/pathway connection, bicyclists and pedestrians would continue to be forced to ride or walk in an unsafe environment, intermixed with high-volume vehicular traffic. Therefore, the proposed project will greatly improve mobility and safety for bicyclists and pedestrians by providing a dedicated multi-modal facility with access to businesses at both ends of this segment of Chinden Boulevard.

As shown on **Figure 4 – Connectivity Map**, sidewalks on the south side of Chinden will enhance circulation to the existing bicycle and pedestrian system, as well as planned connections in the greater Garden City area.

DESTINATIONS AND ATTRACTORS

As shown on **Figure 4 – Connectivity Map**, the proposed shared-use pathway would provide surrounding neighborhoods and residences adjacent to Chinden Boulevard improved bicycle and pedestrian access to commercial centers and recreational areas such as parks and the Ada County Fairgrounds. The proposed sidewalk/pathway on the south side of Chinden Boulevard would provide improved bicycle and pedestrian access for users throughout the City of Garden City. Within a one-mile proximity to the proposed project area, there is an abundance of retail, restaurants, and recreational facilities.

ECONOMIC

Increasing bicycle and pedestrian access to the existing commercial and recreational areas around the project area has many economic and health benefits. The proposed project will increase recreational opportunities in the form of walking, running and biking that have been shown to improve health and have a positive impact on the environment by reducing vehicle emissions. Not only are walking and biking more affordable forms of transportation but in turn, the money saved on automotive transportation will be spent locally at relatively close destinations.

COMPASS COMMUNITIES IN MOTION 2040 IMPLEMENTATION

The project meets the following goals identified in the COMPASS Communities in Motion 2040 plan:

TABLE 2 – COMPASS Communities in Motion Goals

CATEGORY	GOAL
Transportation	Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic, and environmental elements.
	Develop a transportation system with high connectivity that preserves capacity to the regional system and encourages walk and bike trips.
	Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries.
	Improve safety and security for all transportation modes and users.
Open Space	Promote development and transportation projects that protect and provide all of the region’s population with access to open space, natural resources, and trails.
Health	Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life.

Figure 3 – Crashes (2015-2019)

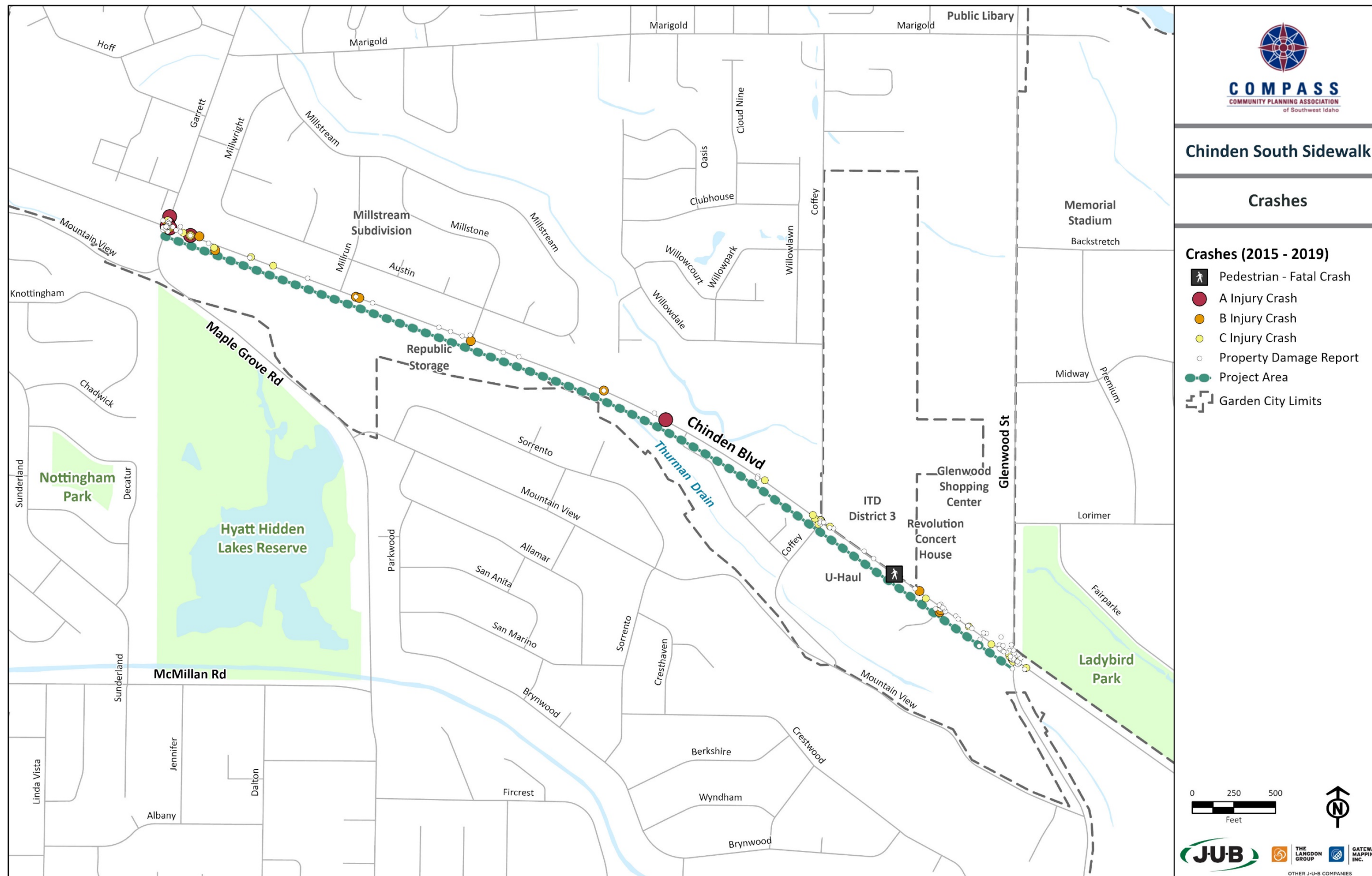
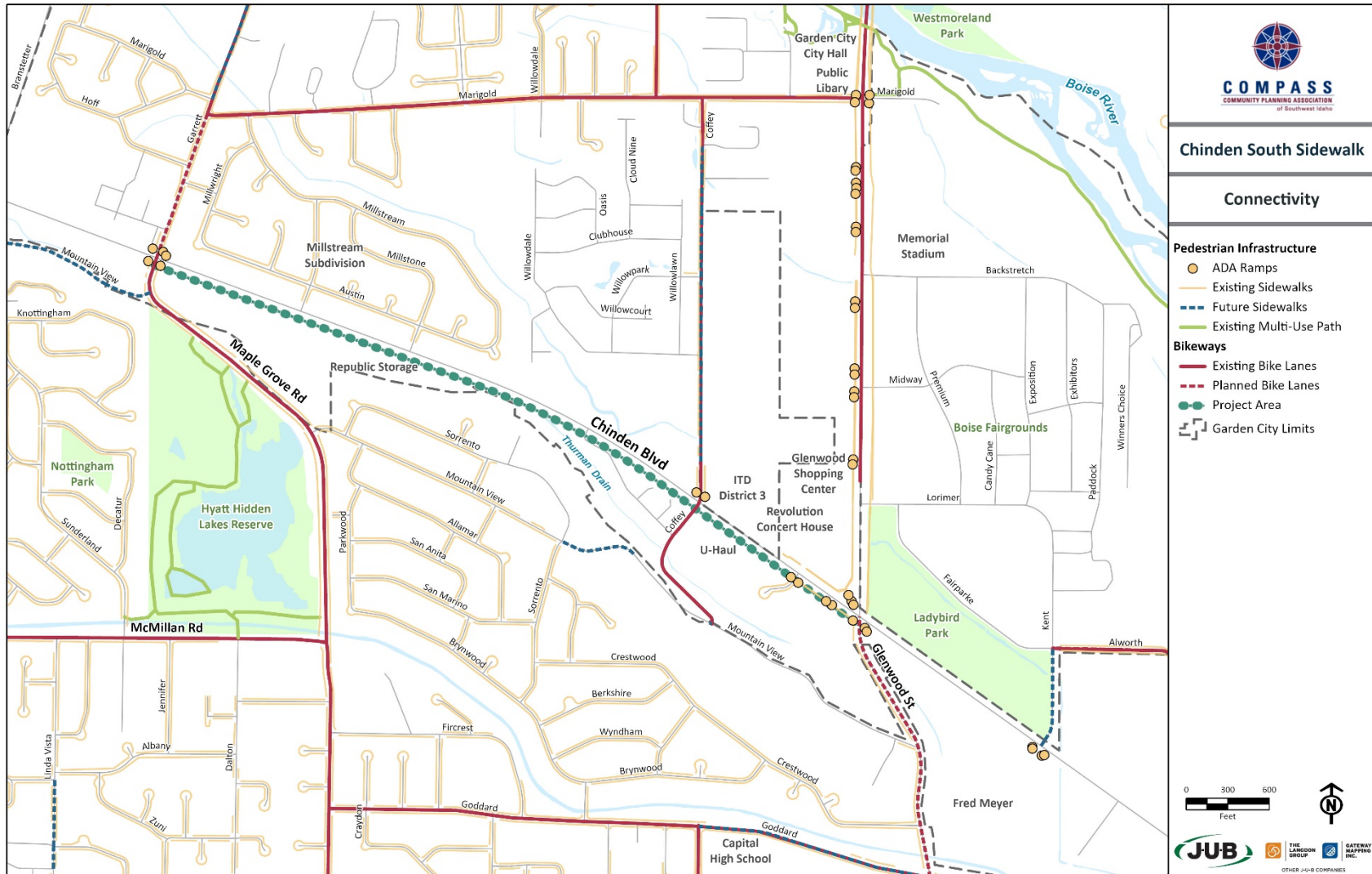


Figure 4 – Connectivity Map



Alternatives

ALIGNMENT ALTERNATIVES

Each alternative is divided in segments. The first segment, Segment 1, is from Maple Grove Road to the east entrance of the Republic Storage for all alternatives. For Alternatives #1 and #2, Segment 2 continues from the Republic Storage to the existing sidewalk on the east side of Dresden Place. For Alternative #3, Segment 2 continues from the Republic Storage to Coffey Street, and Segment 3 continues from Coffey Street to the existing sidewalk on the east side of Dresden Place.

The following three alternatives were evaluated regarding the pathway alignment:

- Alternative #1, Protect Existing Irrigation Drain** – For Segment 1, from Maple Grove to Republic Storage, a 10' wide multi-use pathway would be routed to the south of the existing irrigation drain (Thurman Drain) and would utilize the existing right-of-way. Due to the proximity of the Thurman Drain, a fall protection handrail would be included on the north side of the pathway. See **Figure 5** for Segment 1 typical section.

For Segment 2, from Republic Storage to Dresden Place, a 10' wide multi-use pathway is proposed on the south side of Chinden Boulevard with the additional of curb and gutter and a 5' drainage swale. Storm water would collect in the new curb and gutter and be conveyed into the 5' drainage swale. For this segment, approximately 650' of the Thurman Drain would be piped underneath the proposed pathway. See **Figure 6** for Segment 2 typical section.

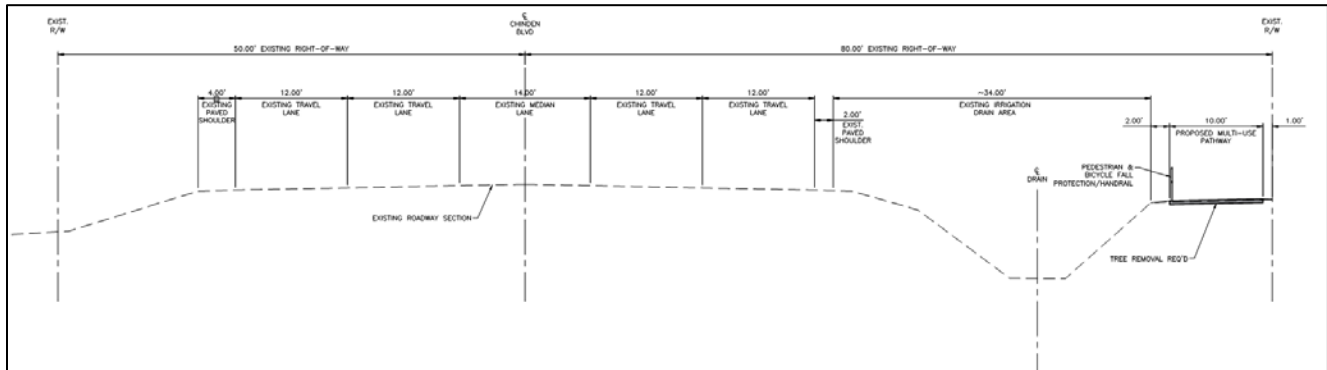


Figure 5 - Alternative #1, Segment 1 Typical Section

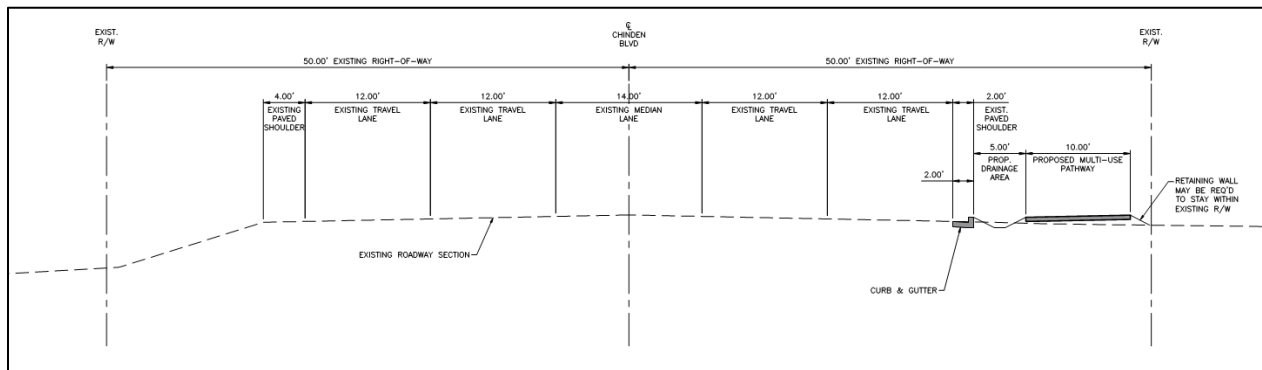


Figure 6 - Alternative #1 and Alternative #2, Segment 2 Typical Section

For Segment 3, a 7' separated sidewalk is proposed on the south side of Chinden Boulevard with the additional of curb and gutter and a 6' drainage swale. Storm water would collect in the new curb and gutter and be conveyed into the 6' drainage swale. See **Figure 9** for Segment 3 typical section

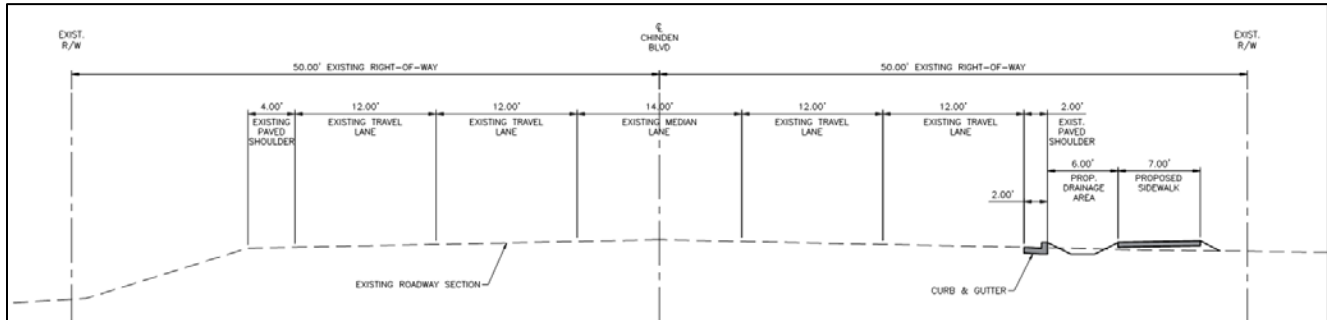


Figure 9 – Alternative #3, Segment 3 Typical Section

Trees and tree grates have been included in the estimates for each alternatives' Segment 2 and Segment 3, however it should be noted that all three alternatives may not provide adequate buffer to install the landscape trees that are required by Garden City Code without the purchase of additional right-of-way.

In addition to tree and tree grates, additional sidewalk improvements have been included in the estimates. This sidewalk improvement item is to remove and replace the existing 6' sidewalk from Dresden Place to Glenwood Street with a 10' multi-use pathway. This would improve bicycle and pedestrian connectivity by providing a constant width facility from Maple Grove Rd to Glenwood Street.

As part of this project development plan and the alternative cost estimating, no project phasing was included. Project phasing can be considered to fit within available funding. However, additional costs can be expected from project phasing during design and construction. Additional construction costs can include but are not limited to, multiple mobilizations, future construction pricing, etc.

ALTERNATIVES ANALYSIS

TABLE 3 – Alternatives Analysis

ALTERNATIVE	DESCRIPTION	LENGTH	QUANTITIES	ESTIMATED COST	PROS	CONS
1 – Protect (leave open) Existing Irrigation Drain	Detached 10' multi-use pathway from Maple Grove Road to Dresden Place. Align the proposed pathway to keep the existing irrigation drain in place.	Total Pathway Length: ~5550 LF Total Length Pipe: 610 LF	Pedestrian Handrail: 1900 LF Excavation: 600 CY Embankment: 200 CY	\$1,229,000 Refer to Appendix A – Cost Comparison.	<ul style="list-style-type: none"> • Less pipe needed • Less expensive • Less fill required 	<ul style="list-style-type: none"> • Ped/Bike safety along existing ditch • Additional ROW may be required • More property owner coordination
2 – Pipe Existing Irrigation Drain	Detached 10' multi-use pathway from Maple Grove Road to Dresden Place. Align the proposed pathway <i>over</i> the existing drain.	Total Pathway Length: ~5550 LF Total Pipe Length: 2490 LF	Pedestrian Handrail: 0 LF Excavation: 600 CY Embankment: 3000 CY	\$1,550,000 Refer to Appendix A – Cost Comparison.	<ul style="list-style-type: none"> • Less impact to existing trees/landscaping • Improved safety for ped/bike users • Less impacts to adjacent properties 	<ul style="list-style-type: none"> • More fill over pipes • More pipe required • More expensive
3 – Follow Irrigation Drain Alignment	Detached 10' multi-use pathway from Maple Grove to Coffey Street. Align the proposed pathway <i>over</i> the existing drain. Detached 7' sidewalk from Coffey Street to Dresden Place.	Total Pathway Length: ~5950 LF Total Pipe Length: ~3830 LF	Pedestrian Handrail: 0 LF Excavation: 600 CY Embankment: 5500 CY	\$1,744,000 Refer to Appendix A – Cost Comparison.	<ul style="list-style-type: none"> • Ease of drain maintenance for Drainage Dist. No. 2 • Improved safety for ped/bike users • Minimize/Removes impacts to adjacent properties 	<ul style="list-style-type: none"> • Increased impact to existing trees • Indirect pedestrian routing • More fill over pipes • Most pipe required • Most expensive • Bike lane does not continue throughout property

Figure 10 – Alternative #1 Concept Plan

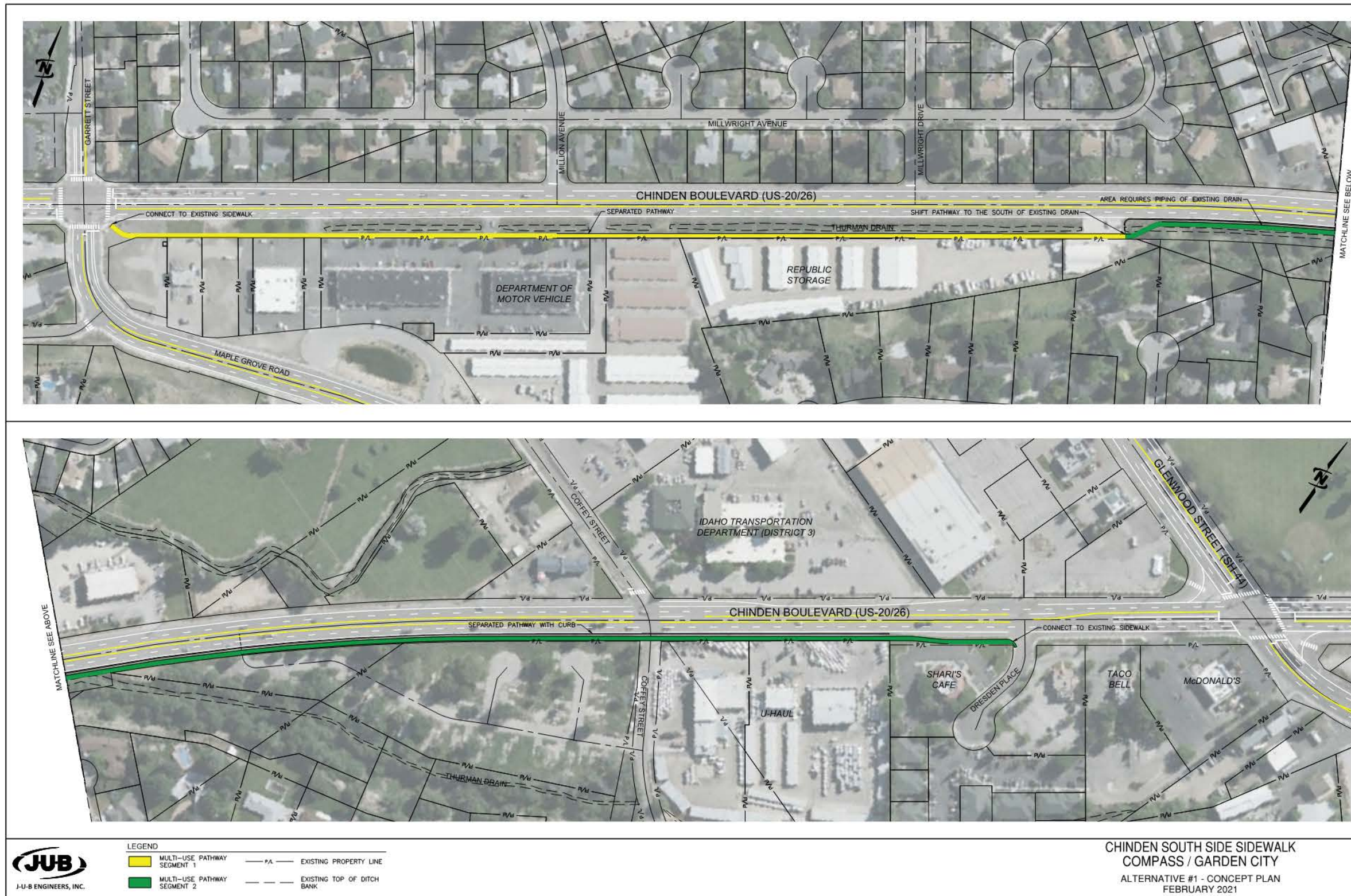


Figure 11 – Alternative #2 Concept Plan

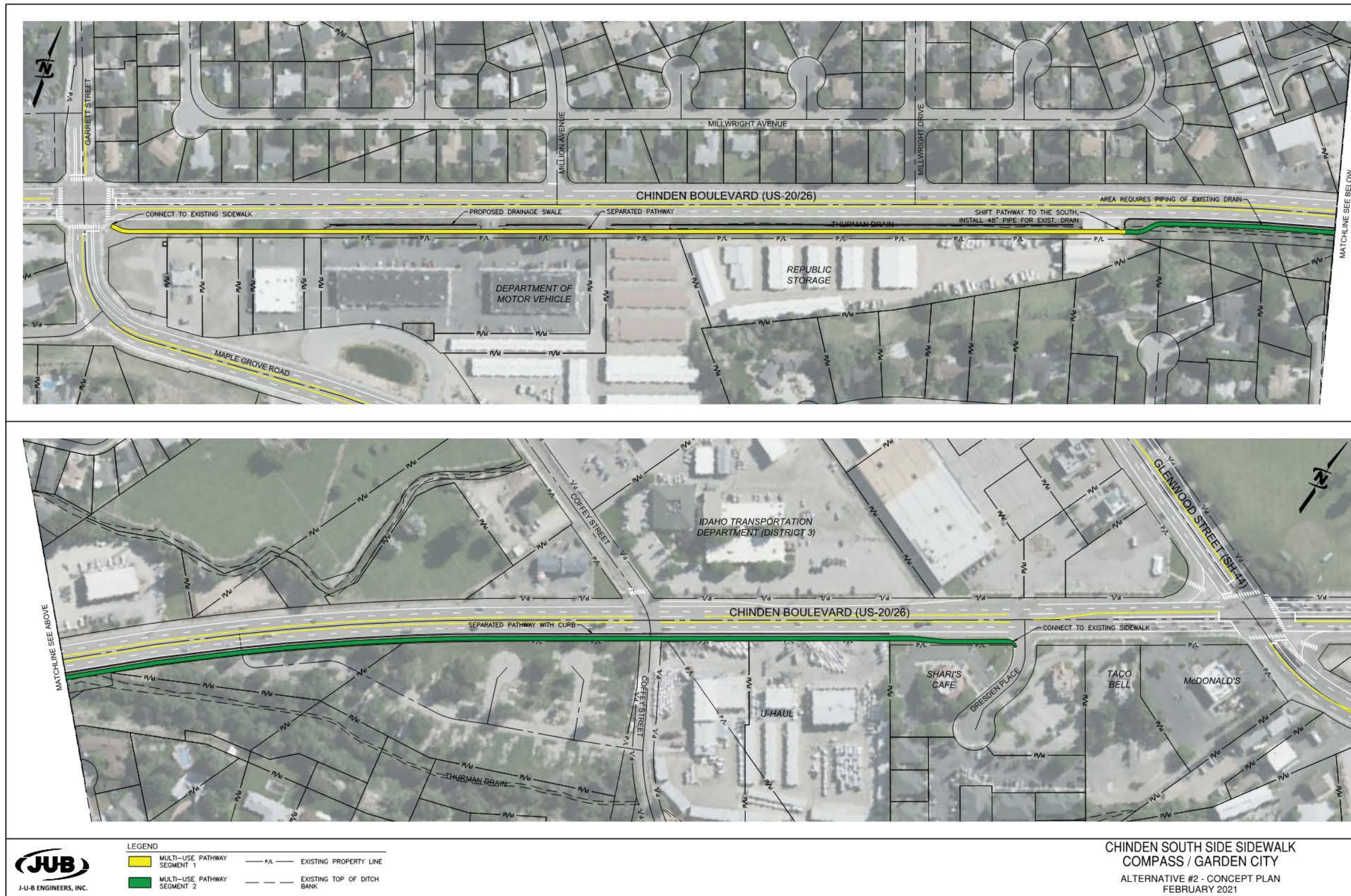
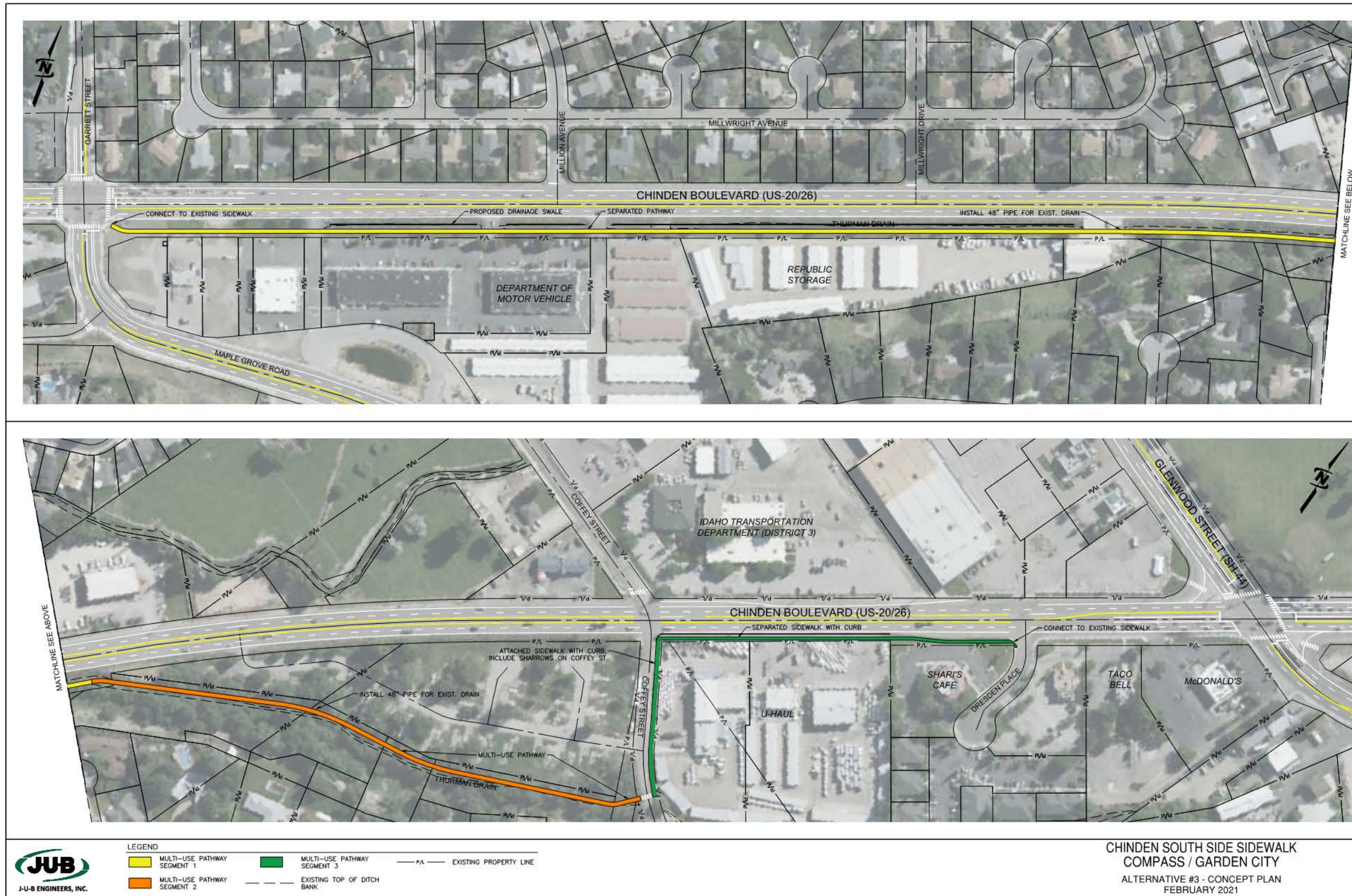


Figure 12 – Alternative #3 Concept Plan



Right-of-Way & Easements

Available assessor records (GIS), surveys, record of surveys, and subdivision plats were reviewed to evaluate potential right-of-way (ROW) and easement impacts within the proposed project area. GIS records and existing topographical features (fences, utility poles, and mailboxes) were used to determine the potential impacts of the concepts on right-of-way and easement impacts. Existing ROW on the south side of Chinden Boulevard varies from 80 feet to 50 feet from centerline. There is an existing irrigation easement, varying from 30' to 50' in width, owned by Drainage District No. 2 for the Thurman Drain. A pathway easement is required for all pathways within the existing Thurman Drain easement. Additionally, it should be noted that all three alternatives may not provide adequate buffer to install the street trees that are required by Garden City Code without the potential purchase of additional right-of-way.

Depending on surveyed topography, 5 – 10 feet of permanent ROW impacts are anticipated, as the proposed slopes at the back of the proposed pathway could fall outside the established 50' southerly ROW. The impacts for Alternatives #1 and #2 are approximately 1800 linear feet of ROW impacts. No ROW impacts have been identified for Alternative #3. Property use agreements and/or temporary construction easements would be needed for all alternative project activities (i.e. driveway grading and possible fence and/or mailbox relocation) outside of the ROW.

Regarding temporary impacts/proposed work outside of the ROW, it is recommended that Garden City and ITD reach out to property owners as the design process moves forward to inform them of the project and note any potential concerns and/or issues. As the project concept progresses further, another evaluation of any potential ROW and/or easement impacts should occur.

Environmental Scan & Permitting

A variety of local, state, and federal maps, records, and databases were researched to identify if any known environmental resources present within the project area. This environmental scan is not intended to indicate environmental clearance, but to screen for potential environmental issues that may require additional analysis and/or consideration. An Environmental Screening (ITD Form 0211) is attached to this report in **Appendix B – Environmental Information**. As the project moves forward, the Environmental Screening form should be updated to reflect any new project or environmental resource information.

Due to the scope of the proposed project, it is anticipated that the project would qualify for a Categorical Exclusion. However, the lead agency (depending on funding source) will need to determine the appropriate level of National Environmental Policy Act (NEPA) documentation required for the proposed project. Known potential environmental resources present within the project area, permits, studies, and consultation anticipated for the proposed project are listed below:

- A qualified Cultural Resource Specialist will need to evaluate potential impacts within the project area.
- A Storm Water Pollution Prevention Plan (SWPPP) and Construction General Permit (CGP) will likely be required due to the amount of proposed disturbance.
- Thurman Drain occurs within the project area, but because this is an artificial ditch and does not appear to be constructed in a wetland or meet the definition of a tributary, it would likely not be a jurisdictional water of the U.S. A wetland survey should be conducted for verification.
- A wetland delineation, report, USACE and Idaho DEQ permit, with associated biological studies, would be required for impacts to any wetlands deemed jurisdictional, which could potentially occur along the Thurman Drain. Substantial impacts to these wetland/waters could require compensatory mitigation.
- A qualified Biologist will need to assess the project site regarding the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act to provide guidance, if necessary, for minimizing impacts to any known migratory birds or eagles within the project area.
- A biological survey will need to be conducted to assess the site for two federally-listed species, yellow-billed cuckoo and slickspot peppergrass. While it is unlikely that either species would occur in the project area, the possibility cannot be discounted without further analysis.

Public Involvement Summary

Previously studies were conducted prior to this planning process including a Charette that identified a feasible location for the proposed sidewalk/pathway. Public involvement was integral part of this project development as adjacent property owners and stakeholders were asked to be involved throughout the planning process. Stakeholders identified that participated in this project development report or should be consulted in the future include:

- Idaho Transportation Department
- The City of Garden City
- Ada County Highway District's Bicycle Advisory Committee (BAC)
- Capital High School
- City of Boise
- Ada County
- Adjacent Property Owners including, but not limited to, U-Haul and Drainage District No.2

Cost Estimates

ITD-1150 FORM	ALTERNATIVE #1	ALTERNATIVE #2	ALTERNATIVE #3
EARTHWORK	\$ 138,000	\$ 97,000	\$ 113,000
DRAINAGE AND MINOR STRUCTURES	\$ 56,000	\$ 221,000	\$ 336,000
PAVEMENT AND BASE	\$ 140,000	\$ 243,000	\$ 331,000
TEMPORARY TRAFFIC CONTROL	\$ 24,000	\$ 24,000	\$ 24,000
LANDSCAPING	\$ 89,000	\$ 110,000	\$ 114,000
OTHER ITEMS	\$ 250,000	\$ 184,000	\$ 140,000
MOBILIZATION (10%)	\$ 69,000	\$ 88,000	\$ 105,000
CONTINGENCY (20%)	\$ 153,000	\$ 193,000	\$ 232,000
CONSTRUCTION TOTAL	\$ 919,000	\$ 1,160,000	\$ 1,395,000
RIGHT OF WAY ACQUISITION	\$ 65,000	\$ 65,000	\$ 0
ENVIRONMENTAL ENGINEERING	\$ 15,000	\$ 35,000	\$ 45,000
DESIGN ENGINEERING (10%)	\$ 92,000	\$ 116,000	\$ 140,000
CONSTRUCTION ENGINEERING (15%)	\$ 138,000	\$ 174,000	\$ 209,000
PROJECT TOTAL	\$ 1,229,000	\$ 1,550,000	\$ 1,744,000

Funding

It is recommended that the City of Garden City, in partnership with ITD and COMPASS, apply for federal and/or state funding sources to fund the design and construction of the pathway. Potential funding sources include but are not limited to:

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

This funding source is applied for and programmed by ITD. Funds could be used for design and construction of the project. A minimum local match of 7.34 percent would be required. Grant funds are limited to \$500,000.

SURFACE TRANSPORTATION PROGRAM-TRANSPORTATION MANAGEMENT AREAS-TRANSPORTATION ALTERNATIVES PROGRAM (STP-TMA-TAP)

This funding source is applied for and programmed by COMPASS. Funds could be used for design and construction of the project. A minimum local match of 7.34 percent would be required. This funding source would only be available if there are no eligible projects in the Garden City Urbanized Area.

COMMUNITIES IN MOTION (CIM) IMPLEMENTATION GRANT

This funding source is managed by COMPASS to provide direct support to member agencies in implementing locally important projects that support the regional goals of the CIM 2040. Applicant agencies will supply a match of at least 7.34 percent of the project cost. Funds are limited; therefore, smaller projects, or minor project elements, are good candidates for this funding.

CHILD/PEDEDESTRIAN SAFETY FUNDING

This funding source is managed by the Idaho Transportation Department. The purpose of the program is to provide funding for paths/sidewalks along or adjacent to an existing roadway or connecting sidewalks/paths between two terminal points. Funding for this program will be awarded as a grant, with a maximum of award of \$250k and should be “bid ready” within 90 days of award.

Partnerships, donations, foundation grants, and local matching dollars are also possibilities for leveraging grant funds. The amount of match required to complete the project will depend on which funding sources Garden City is successful in securing. While the match will ultimately be the responsibility of the City of Garden City, additional funds may be sought from other agency partners and private entities to reduce the impact on the City’s budget.

Project Schedule

The project schedule assumes funding sources. Funding source application deadlines and dates that funds become available could impact the schedule. Public involvement and outreach efforts should adapt to accommodate each project phase and could include resources such as the ITD website and Garden City social media platforms.

TASK	Year 1												Year 2												Year 3			
Funds Become Available	■																											
Funding Contract	■	■	■																									
Notice to Proceed			■	■																								
Public Involvement					■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
Survey				■	■																							
Finalize Concept					■	■	■																					
Preliminary Design						■	■	■																				
Environmental Approval							■	■	■																			
Final Design								■	■	■																		
Right-of-Way Acquisition									■	■	■	■																
PS&E										■	■	■																
Bidding and Contractor Selection											■	■	■	■														
Utility Relocation																	■	■	■									
Construction																								■	■	■	■	

Agencies Consulted

COMPASS

Kathy Parker
Resource Development, Principal Planner
208-475-2240
kparker@compassidaho.org

COMPASS

Destinie Hart
Resource Development, Planner
208-475-2240
dhart@compassidaho.org

UHAUL

Dawn Snapp
Executive Assistant
208-377-2770
dawn_snapp@uhaul.com

ITD Headquarters

Cecilia Arritola
Senior Transportation Planner
208-334-8483
cecilia.arrantola@itd.idaho.gov

ITD District 3

Mark Wasdahl
Senior Planner
208-334-8344
mark.wasdahl@itd.idaho.gov

ITD Headquarters

Marc Munch
State Highway Archaeologist
208-344-8449
marc.munch@itd.idaho.gov

FHWA

Maureen Gresham
Community Planner
208-334-1743
Maureen.gresham@dot.gov

Drainage District No. 2

Allen Funkhouser
Superintendent
208-571-3804
Allenfun50@hotmail.com

City of Garden City

Jenah Thornborrow
Director
208-472-2921
jthorn@gardencityidaho.org

ITD District 3

Greg Vitley
Senior Lead Environmental Planner
208-334-8952
greg.vitley@itd.idaho.gov

APPENDIX A

COST ESTIMATES

PROJECT: CHINDEN BLVD SOUTH SIDE SIDEWALK - ALTERNATIVE #1					DATE: Mar. 2021	
CLIENT - PROJECT NO.: COMPASS					J-U-B ENGINEERS INC.	
TITLE: ENGINEERS OPINION OF PROBABLE CONSTRUCTION COSTS					PROJECT DEVELOPMENT PLAN	
BID	I.S.P.W.C.				ENGINEERS ESTIMATE	
ITEM #	ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
Division 200--Earthwork						
1	201.4.1.C.1	Removal of Obstructions	1	LS	\$20,000.00	\$20,000.00
2	201.4.1.D.1	Removal of Bituminous Surface	1,730	SY	\$8.00	\$13,840.00
3	201.4.1.D.2	Removal of Existing Concrete	976	SY	\$14.00	\$13,664.00
4	201.4.1.E.3	Removal of Existing Irrigation Pipe	231	LF	\$22.00	\$5,082.00
5	201.4.1.F.2	Removal of Irrigation Structure	9	EA	\$1,500.00	\$13,500.00
6	201.4.1.F.3	Removal of Existing Tree	28	EA	\$2,000.00	\$56,000.00
7	202.4.1.A.1	Excavation	680	CY	\$18.00	\$12,242.54
8	202.4.5.A.1	Unsuitable Material Excavation	100	CY	\$35.00	\$3,500.00
Division 600--Culverts/Storm Drains						
9	601.4.1.A.1	Gravity Irrigation Pipe-48", SDR 35 PVC	610	LF	\$80.00	\$48,800.00
10	602.4.1.A.2	60" Gravity Irrigation Manhole - Type A	1	EA	\$2,000.00	\$2,000.00
11	602.4.1.N.2	Concrete Irrigation Structure - Headwall	1	EA	\$5,000.00	\$5,000.00
Division 700--Concrete						
12	706.4.1.A.5	Standard 6-inch Vertical Curb & Gutter	2,465	LF	\$28.00	\$69,020.00
13	706.4.1.E.1	Concrete Sidewalk (5" Thick)	954	SY	\$50.00	\$47,705.56
14	706.4.1.F.1	Concrete Driveway Approach (6" Thick)	167	SY	\$75.00	\$12,500.00
15	706.4.1.H.1	Pedestrian Ramp w/ Detectable Warning Domes, Type "A"	15	EA	\$1,200.00	\$18,000.00
16	SP-700	Pedestrian Handrail	1,900	LF	\$35.00	\$66,500.00
Division 800--Aggregates and Asphalt						
17	801.4.1.B.1	6" Minus Uncrushed Aggregate Base	0	TON	\$35.00	\$0.00
18	802.4.1.B.1	3/4" Crushed Aggregate for Base Type 1	1,040	TON	\$45.00	\$46,788.50
19	814.4.1.A.1	1/2" Superpave HMA SP-3	1,091	TON	\$85.00	\$92,704.48
Division 1000--Construction Stormwater BMPs						
20	1007.4.1.B.1	Seeding	0	SY	\$5.00	\$0.00
21	1007.4.1.C.1	Sodding	1,369	SY	\$15.00	\$20,541.67
Division 1100--Traffic						
22	1103.4.1.B.2	Traffic Control Signs, Class B	360	SF	\$15.00	\$5,400.00
23	1103.4.1.H.1	Portable Tubular Markers	120	EA	\$25.00	\$3,000.00
24	1103.4.1.J.1	Traffic Control Maintenance	120	MH	\$55.00	\$6,600.00
25	1104.4.1.B.1	Thermoplastic Pavement Markings	672	SF	\$12.00	\$8,064.00
Division 2000--Miscellaneous						
26	2010.4.1.A.1	Mobilization (10%)	1	LS	\$69,000.00	\$69,000.00
Division 3000--Special Provisions						
27	SP-3001	Tree 4" Caliper	34	EA	\$2,000.00	\$68,000.00
28	SP-3003	Widen Existing Sidewalk (Dresden to Glenwood)	450	LF	\$80.00	\$36,000.00
Base Bid Total:					\$766,000.00	\$766,000.00
Contingency (30%)					\$153,000.00	\$153,000.00
Total Construction:					\$919,000.00	\$919,000.00
Design Engineering (10%)					\$92,000.00	\$92,000.00
Construction Engineering (15%)					\$138,000.00	\$138,000.00
Environmental Approval					\$15,000.00	\$15,000.00
Right-of-way					\$65,000.00	\$65,000.00
TOTAL PROJECT COST:					\$1,229,000.00	\$1,229,000.00

PROJECT: CHINDEN BLVD SOUTH SIDE SIDEWALK - ALTERNATIVE #2					DATE: Mar. 2021	
CLIENT - PROJECT NO.: COMPASS					J-U-B ENGINEERS INC.	
TITLE: ENGINEERS OPINION OF PROBABLE CONSTRUCTION COSTS					PROJECT DEVELOPMENT PLAN	
BID	I.S.P.W.C.				ENGINEERS ESTIMATE	
ITEM #	ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
Division 200--Earthwork						
1	201.4.1.C.1	Removal of Obstructions	1	LS	\$20,000.00	\$20,000.00
2	201.4.1.D.1	Removal of Bituminous Surface	1,730	SY	\$8.00	\$13,840.00
3	201.4.1.D.2	Removal of Existing Concrete	976	SY	\$14.00	\$13,664.00
4	201.4.1.E.3	Removal of Existing Irrigation Pipe	231	LF	\$22.00	\$5,082.00
5	201.4.1.F.2	Removal of Irrigation Structure	9	EA	\$1,500.00	\$13,500.00
6	201.4.1.F.3	Removal of Existing Tree	6	EA	\$2,000.00	\$12,000.00
7	202.4.1.A.1	Excavation	814	CY	\$18.00	\$14,643.87
8	202.4.5.A.1	Unsuitable Material Excavation	100	CY	\$35.00	\$3,500.00
Division 600--Culverts/Storm Drains						
9	601.4.1.A.1	Gravity Irrigation Pipe-48", SDR 35 PVC	2,490	LF	\$80.00	\$199,200.00
10	602.4.1.A.2	60" Gravity Irrigation Manhole - Type A	8	EA	\$2,000.00	\$16,000.00
11	602.4.1.N.2	Concrete Irrigation Structure - Headwall	1	EA	\$5,000.00	\$5,000.00
Division 700--Concrete						
12	706.4.1.A.5	Standard 6-inch Vertical Curb & Gutter	2,465	LF	\$28.00	\$69,020.00
13	706.4.1.E.1	Concrete Sidewalk (5" Thick)	954	SY	\$50.00	\$47,705.56
14	706.4.1.F.1	Concrete Driveway Approach (6" Thick)	167	SY	\$75.00	\$12,500.00
15	706.4.1.H.1	Pedestrian Ramp w/ Detectable Warning Domes, Type "A"	15	EA	\$1,200.00	\$18,000.00
16	SP-700	Pedestrian Handrail	0	LF	\$35.00	\$0.00
Division 800--Aggregates and Asphalt						
17	801.4.1.B.1	6" Minus Uncrushed Aggregate Base	2,951	TON	\$35.00	\$103,276.69
18	802.4.1.B.1	3/4" Crushed Aggregate for Base Type 1	1,040	TON	\$45.00	\$46,788.50
19	814.4.1.A.1	1/2" Superpave HMA SP-3	1,091	TON	\$85.00	\$92,704.48
Division 1000--Construction Stormwater BMPs						
20	1007.4.1.B.1	Seeding	4,222	SY	\$5.00	\$21,111.11
21	1007.4.1.C.1	Sodding	1,369	SY	\$15.00	\$20,541.67
Division 1100--Traffic						
22	1103.4.1.B.2	Traffic Control Signs, Class B	360	SF	\$15.00	\$5,400.00
23	1103.4.1.H.1	Portable Tubular Markers	120	EA	\$25.00	\$3,000.00
24	1103.4.1.J.1	Traffic Control Maintenance	120	MH	\$55.00	\$6,600.00
25	1104.4.1.B.1	Thermoplastic Pavement Markings	672	SF	\$12.00	\$8,064.00
Division 2000--Miscellaneous						
26	2010.4.1.A.1	Mobilization (10%)	1	LS	\$88,000.00	\$88,000.00
Division 3000--Special Provisions						
27	SP-3001	Tree 4" Caliper	34	EA	\$2,000.00	\$68,000.00
28	SP-3003	Widen Existing Sidewalk (Dresden to Glenwood)	450	LF	\$80.00	\$36,000.00
Base Bid Total:					\$967,000.00	
Contingency (20%)					\$193,000.00	
Total Construction:					\$1,160,000.00	
Design Engineering (10%)					\$116,000.00	
Construction Engineering (15%)					\$174,000.00	
Environmental Engineering					\$35,000.00	
Right-of-way					\$65,000.00	
TOTAL PROJECT COST:					\$1,550,000.00	

PROJECT: CHINDEN BLVD SOUTH SIDE SIDEWALK - ALTERNATIVE #3					DATE: Mar. 2021	
CLIENT - PROJECT NO.: COMPASS					J-U-B ENGINEERS INC.	
TITLE: ENGINEERS OPINION OF PROBABLE CONSTRUCTION COSTS					PROJECT DEVELOPMENT PLAN	
BID	I.S.P.W.C.				ENGINEERS ESTIMATE	
ITEM #	ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
Division 200--Earthwork						
1	201.4.1.C.1	Removal of Obstructions	1	LS	\$30,000.00	\$30,000.00
2	201.4.1.D.1	Removal of Bituminous Surface	702	SY	\$8.00	\$5,616.00
3	201.4.1.D.2	Removal of Existing Concrete	976	SY	\$14.00	\$13,664.00
4	201.4.1.E.3	Removal of Existing Irrigation Pipe	231	LF	\$22.00	\$5,082.00
5	201.4.1.F.2	Removal of Irrigation Structure	9	EA	\$1,500.00	\$13,500.00
6	201.4.1.F.3	Removal of Existing Tree	15	EA	\$2,000.00	\$30,000.00
7	202.4.1.A.1	Excavation	691	CY	\$18.00	\$12,436.96
8	202.4.5.A.1	Unsuitable Material Excavation	50	CY	\$35.00	\$1,750.00
Division 600--Culverts/Storm Drains						
9	601.4.1.A.1	Gravity Irrigation Pipe-48", SDR 35 PVC	3,827	LF	\$80.00	\$306,160.00
10	602.4.1.A.2	60" Gravity Irrigation Manhole - Type A	12	EA	\$2,000.00	\$24,000.00
11	602.4.1.N.2	Concrete Irrigation Structure - Headwall	1	EA	\$5,000.00	\$5,000.00
Division 700--Concrete						
12	706.4.1.A.5	Standard 6-inch Vertical Curb & Gutter	923	LF	\$28.00	\$25,844.00
13	706.4.1.E.1	Concrete Sidewalk (5" Thick)	941	SY	\$50.00	\$47,050.00
14	706.4.1.F.1	Concrete Driveway Approach (6" Thick)	167	SY	\$75.00	\$12,500.00
15	706.4.1.H.1	Pedestrian Ramp w/ Detectable Warning Domes, Type "A"	15	EA	\$1,200.00	\$18,000.00
16	SP-700	Pedestrian Handrail	0	LF	\$35.00	\$0.00
Division 800--Aggregates and Asphalt						
17	801.4.1.B.1	6" Minus Uncrushed Aggregate Base	5,549	TON	\$35.00	\$194,197.50
18	802.4.1.B.1	3/4" Crushed Aggregate for Base Type 1	1,016	TON	\$45.00	\$45,742.42
19	814.4.1.A.1	1/2" Superpave HMA SP-3	1,066	TON	\$85.00	\$90,631.83
Division 1000--Construction Stormwater BMPs						
20	1007.4.1.B.1	Seeding	7,167	SY	\$5.00	\$35,833.33
21	1007.4.1.C.1	Sodding	615	SY	\$15.00	\$9,230.00
Division 1100--Traffic						
22	1103.4.1.B.2	Traffic Control Signs, Class B	360	SF	\$15.00	\$5,400.00
23	1103.4.1.H.1	Portable Tubular Markers	120	EA	\$25.00	\$3,000.00
24	1103.4.1.J.1	Traffic Control Maintenance	120	MH	\$55.00	\$6,600.00
25	1104.4.1.B.1	Thermoplastic Pavement Markings	672	SF	\$12.00	\$8,064.00
Division 2000--Miscellaneous						
26	2010.4.1.A.1	Mobilization (10%)	1	LS	\$105,000.00	\$105,000.00
Division 3000--Special Provisions						
27	SP-3001	Tree 4" Caliper	34	EA	\$2,000.00	\$68,000.00
28	SP-3003	Widen Existing Sidewalk (Dresden to Glenwood)	450	LF	\$80.00	\$36,000.00
Base Bid Total:					\$1,163,000.00	\$1,163,000.00
Contingency (20%)					\$232,000.00	\$232,000.00
Total Construction:					\$1,395,000.00	\$1,395,000.00
Design Engineering (10%)					\$140,000.00	\$140,000.00
Construction Engineering (15%)					\$209,000.00	\$209,000.00
Environmental					\$45,000.00	\$45,000.00
Right-of-way					\$0.00	\$0.00
TOTAL PROJECT COST:					\$1,744,000.00	\$1,744,000.00

APPENDIX B

ENVIRONMENTAL INFORMATION

Environmental Screening

For Community Transportation Enhancement (CTE),
Safe Routes to School (SR2S) and Scenic Byway Projects



Background - All project actions which involve a federal nexus (federal funds, federal permits or federal lands) must have an approved environmental document. ITD follows Federal Highway Administration guidelines for environmental documentation.

Responsibility - ITD will be responsible for the review and approval of the environmental document. The sponsor is responsible for the preparation of the environmental document. Pre-application coordination with the district office (environmental) is needed. In some cases the sponsor may arrange for ITD to complete all or part of the environmental documentation.

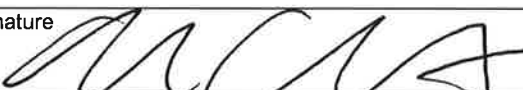
Purpose of Form - This form is not an environmental clearance. The questions screen for issues that could require additional analysis or work. If you answer yes to any of the following questions, the environmental requirements or impacts may be greater than expected. The impacts may not be compatible with your budget or schedule. You should seek further assistance from ITD regarding the viability of the project.

Contacts - For assistance with the environmental process please contact the ITD District Environmental Planner. An abbreviated environmental clearance is available for pavement marking projects.

Answer the following questions and explain in detail any response that is not clear from simply marking the box. When completed electronically, the form will expand to allow room for explanations.

Project Type/Scope of Work (i.e., landscaping, bike/pedestrian path, etc.)	Project Name/Location
Bike/Pedestrian Shared Use Path	Chinden Blvd South Sidewalk, Garden City

	<u>Yes</u>	<u>No</u>
<p>Right of Way/Property Impacts - Will the project require acquisition of temporary or permanent easements, or right of way? Is the project on, or through, federal lands or tribal lands? Will the project cause a temporary or permanent disruption to a commercial property or residential neighborhood?</p> <p style="margin-left: 20px;">Property use agreements and/or temporary construction easements would be needed for project activities (i.e. driveway grading and possible fence and/or mailbox relocation) outside of the ROW. Drainage District No.2 would need to authorize all project activities prior to construction.</p> <p>Explain: </p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Traffic - Does the project add traffic lanes or traffic capacity?</p> <p>Explain: The proposed project will only create a path outside the roadway to make space for a bicycle and pedestrian path.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Ground Disturbance - Does the project disturb more than one acre of land?</p> <p>Explain: Total ground disturbance is currently unknown; A NPDES Storm Water Pollution Prevention Plan will be required if ground disturbance will exceed one acre and it is likely that storm water could be discharged into Waters of the U.S.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Stormwater - Where does the water (rain, snowmelt) from this project area drain?</p> <p><input type="checkbox"/> Sheet flows to surface waters (canal, stream, lake)</p> <p><input checked="" type="checkbox"/> Conveyed by ditch or pipe to surface waters</p> <p><input type="checkbox"/> Storm Sewer System (Municipal system)</p> <p><input type="checkbox"/> Infiltrate in Place (retention pond or topography with no drainage outlet [low area])</p> <p><input type="checkbox"/> Other – if none of the above conditions</p> <p>Explain: </p>		
<p>Surface Waters - Does the project site contain any boggy, swampy, or wetland areas?</p> <p>Does the project impact (fill or temporarily impact) any wetland, stream, lake or other water body?</p> <p>Explain: Thurman Drain occurs within the project area, but is not a jurisdictional water. Wetlands could potentially occur along the Thurman Drain. If impacts occur to wetlands, a 404 permit may be needed and, depending on amount of impact, compensatory mitigation would be required.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Cultural Resources - Are there historical structures (such as buildings, bridges, canals, etc) over 45 years old within or adjacent to (in some cases within view) of the proposed project site?</p> <p>Explain: There are no listed NRHP sites within the project area; however, Thurman Drain and associated structures could potentially be 45 years or older and may require a cultural resources assessment and/or report.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	<u>Yes</u>	<u>No</u>
Section 4f - Is the project site located next to or a part of a special designated land use (i.e., designated park, wildlife refuge, historic district, etc)? Check with local land use map for information.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Explain: No impacts are anticipated to occur in this area.		
Hazardous Waste - Is there any indication of waste spill or stain on the project site? Are there any gas stations, dry cleaner, or other industrial facilities adjacent to the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The DEQ Facilities Mapper (i.e., Terradix) displays numerous RCRA, Leaking Underground Storage Tank (LUST), and Underground Storage Tanks (USTs) within ½ mile of the proposed project area, but only six sites on the south side of Chinden Boulevard adjacent to the project area.		
Public Involvement – Based on your public involvement, has any public controversy or issue been identified? Do you anticipate any temporary or permanent disruption to a commercial property or residential neighborhood (access changes or detours, construction noise etc?)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Explain:		
Irrigation - Does the project require irrigation? Describe whether the project will require watering and what source will be used for watering.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Explain: In the case that a landscape buffer is installed, irrigation may be installed if requested and funding allows for it.		
Right of Way Encroachment - Are there any signs, trees or other features you plan to locate within ITD right of way?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Explain: The pathway will occur within ITD ROW.		
Offsite Work - Will the project require off-site grading, excavation or trenching for utilities, lighting, drainage or other work?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Explain:		
Describe any other known or suspected environmental issue that has not been covered		
Preparer's Printed Name	Title	Agency or Firm
Addison Coffelt	Environmental Planner	J-U-B Engineers, Inc.
Signature 		Date
		2/11/2021

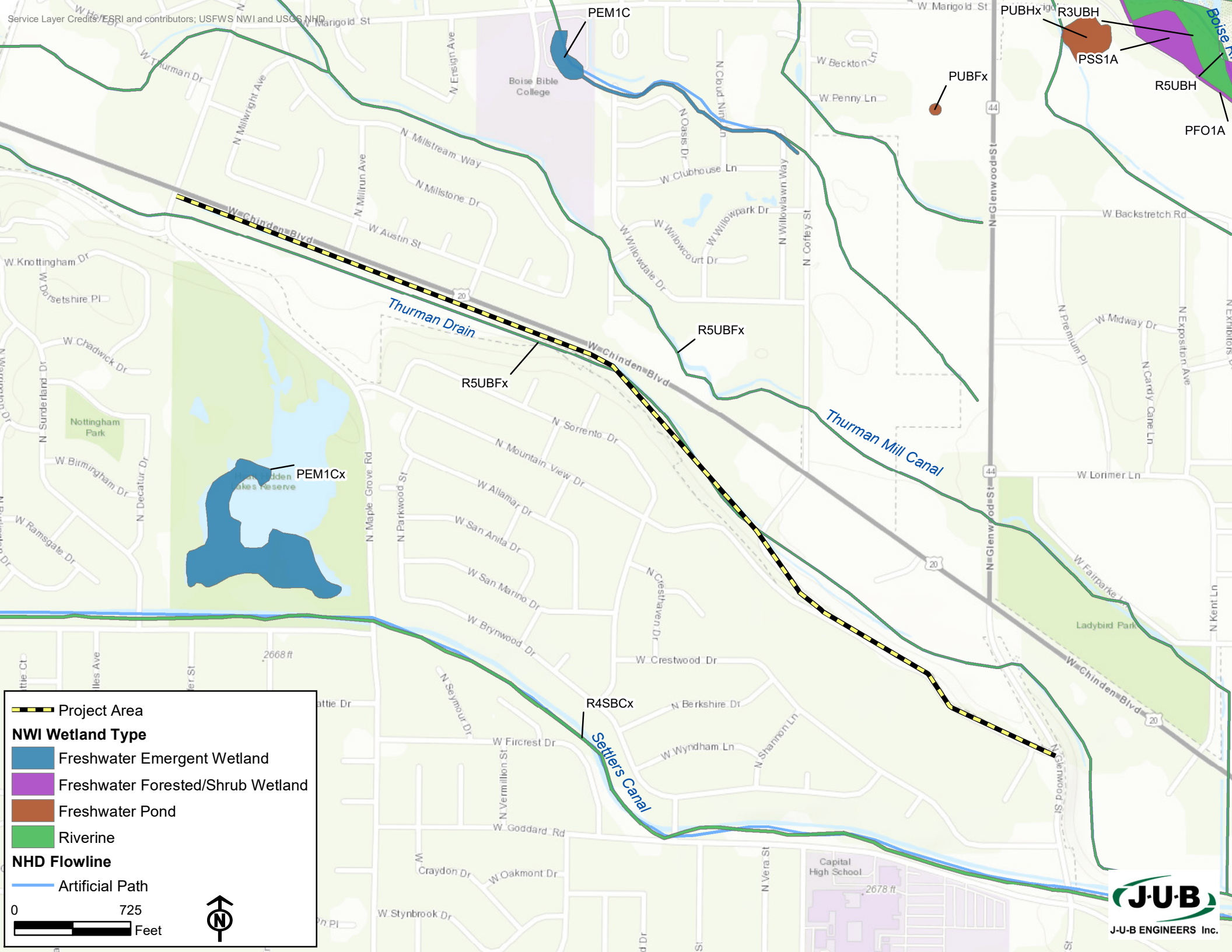
– ITD Use Only –

Recommendation

- Based on the information in the project application and on this form, the project is likely to be eligible for a Categorical Exclusion.
- Based on the information in the project application and on this form, there were environmental areas of concern that should be further discussed prior to funding this project.
- There was not enough information in the project application and on this form to assess potential environmental issues.

Comment

Printed Name	Title	
	District Environmental Planner	
Signature		Date



Project Area
 Project Area

NWI Wetland Type

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Riverine

NHD Flowline

- Artificial Path

0 725 Feet