52nd STREET PEDESTRIAN BRIDGE

Project Development

Prepared by:

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Prepared for:

COMPASS
COMMUNITY PLANNING ASSOCIATION of Southwest Idaho

JUNE 2022

Table of Contents

Executive Summary 1
Project Description 2
Project Need 4
Overview 4
Safety 4
Mobility/Connectivity 5
Destinations and Attractors 5
Economic 5
COMPASS Communities in Motion 2040 2.0 Implementation 6
Alternatives 10
Alignment Alternatives 10
Alternatives Analysis 12
Right-of-Way & Easements 17
Environmental Scan & Permitting 18
Public Involvement Summary 19
Cost Estimates 20
Funding 21
Transportation Alternatives Program (TAP) 21
TAP - Transportation Management Area (TMA) 21
Surface Transportation Block Grant (STBG) Program - TMA 21
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 21
Carbon Reduction Program (CRP) 22
Recreational Trails Program (RTP) 22
Project Schedule 23
Agencies Consulted 24

TABLES

Table 1: COMPASS Communities in Motion 2040 2.0 Goals....6
Table 2: Alternatives Analysis....12

FIGURES

Figure 1: Project Area Map....3
Figure 2: Average Daily Traffic....7
Figure 3: Crashes (2016-2020)....8
Figure 4: Connectivity Map....9
Figure 5: Typical Section Details....10
Figure 6: Alternative #1 Concept Plan....13
Figure 7: Alternative #2 Concept Plan....14
Figure 8: Alternative #3 Concept Plan....15
Figure 9: Alternative #4 Concept Plan....16

APPENDICES

A - Cost Estimates
B - Environmental Information

Executive Summary

This effort is the result of an approved request made by the City of Garden City and the Foundation of Ada and Canyon County Trail Systems (FACTS) through the Community Planning Association of Southwest Idaho's (COMPASS) Project Development program, funded with federal planning funds from the Federal Highway Administration (FHWA). The purpose of this project is to provide a north-south bicycle and pedestrian access across the Boise River and provide safe and continuous access along the Boise River Greenbelt (Greenbelt).

Four alternatives were developed to analyze Greenbelt pathway connectivity adjacent to 52nd Street. Three identify locations for a pedestrian bridge over the Boise River, while another potential alternative is a route/Greenbelt connection along the south side of the Boise River that utilizes the existing bridge connections to Plantation Island. 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 may include a variety of Federal Transportation opportunities that are intended for municipal or public agency applicants. These funding sources are summarized in this report.

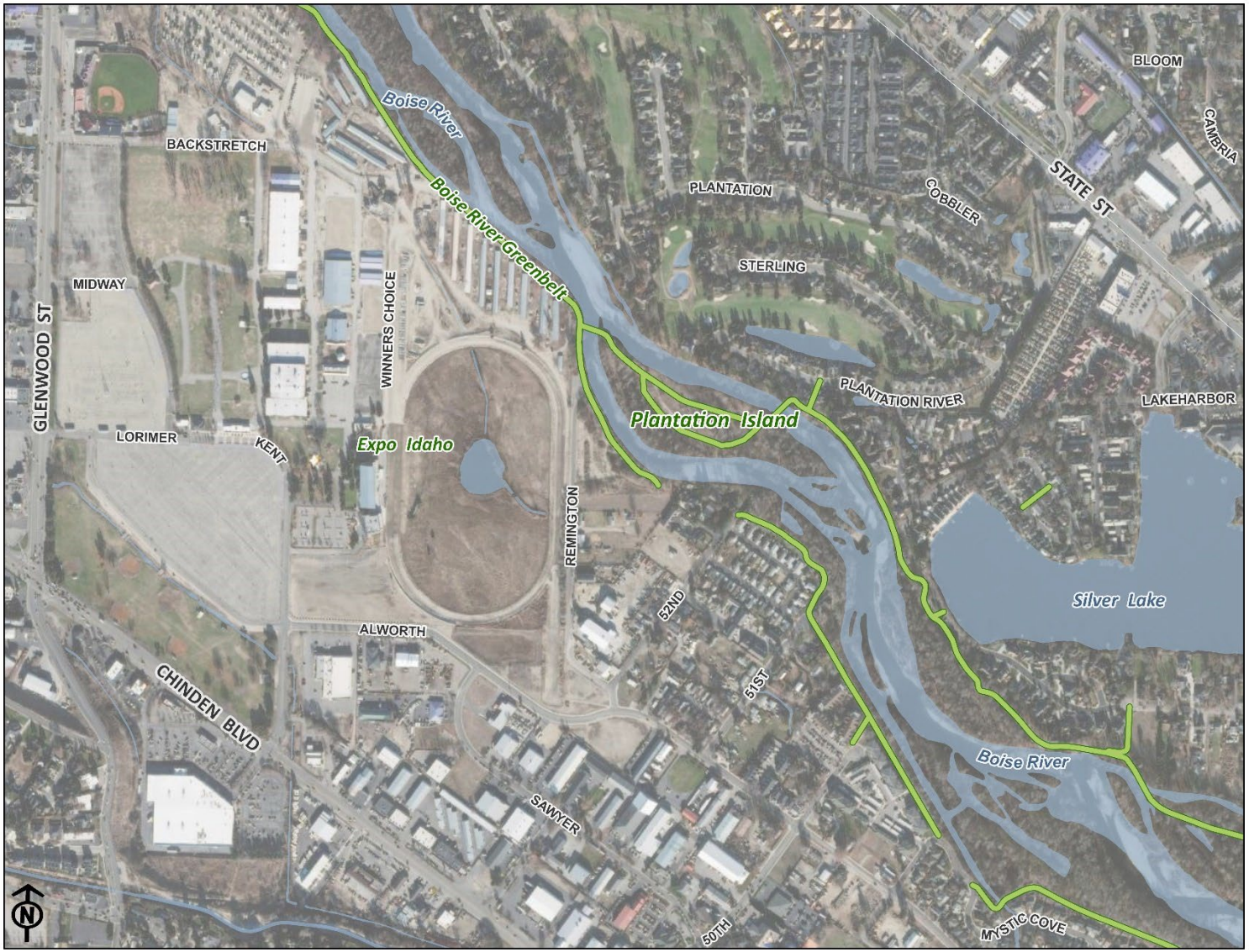
Project Description

The proposed bridge and path project is located approximately one-quarter mile east of the Les Bois Park (former horse-racing track) in Garden City and would connect the existing asphalt paved pathway on Plantation Island to the Greenbelt on the south side of the Boise River. The proposed bridge would cross the south channel of the Boise River near 52nd Street, where the Greenbelt ends, and connect with the paved pathways at the eastern portion of Plantation Island (Refer to Figure 1).

The purpose of this project is to address Greenbelt user safety and access by designing and constructing a bicycle and pedestrian bridge at Plantation Island that eliminates the need for users to detour onto surface streets and improves pathway connectivity. The proposed 52nd Street Pedestrian Bridge would route bicycle and pedestrian traffic onto Plantation Island to connect with both the north and south paths that are already in place. In doing so, the proposed project would improve safety and connectivity for Greenbelt users traveling east-west on the north and south sides of the river. For those cyclists choosing the Greenbelt as a means of commuting to work, this project would increase efficiency and travel times for Boise, Garden City and Eagle commuters. The proposed new bridge would also increase accessibility to public facilities adjacent to the Greenbelt, such as the Garden City library and City Hall, as well as Expo Idaho (also known as the Ada County Fairgrounds).

The total connection is anticipated to be approximately 700 feet long with a prefabricated steel truss bridge, spanning approximately 100 feet in length over the Boise River, and a concrete or asphalt pathway installed for the remaining length. The proposed pathway width is 12 feet within a 25-foot wide easement.

Figure 1 Project Area Map



Project Need

OVERVIEW

This proposed 52nd Street Pedestrian Bridge has been identified as a necessary component of the Garden City pathway system and the Countywide Boise River Greenbelt corridor. The need was established through public input, adjacent businesses, and discussion among the City of Garden City and FACTS. The 52nd Street Pedestrian Bridge project would address Greenbelt user safety and access by designing and constructing a bicycle and pedestrian path and bridge at Plantation Island that eliminates the need for users to detour onto surface streets and improves pathway connectivity.

The project would improve connections to the south Greenbelt trail between Remington Street (east side of Expo Idaho) and 52nd Street where pedestrians and cyclists using the Greenbelt are forced to leave the pathway near Remington Street, at 52nd Street, and take a 0.6-mile detour onto the roads of Garden City where there are no sidewalks or protected bike lanes. This project would fill an essential bicycle and pedestrian gap along the Greenbelt at Plantation Island by providing safe and continuous access for pedestrians and cyclists traveling to and from the Cities of Eagle, Garden City, and Boise.

SAFETY

According to Ada County Highway District (ACHD), Average Daily Traffic (ADT) ranges from approximately 382 vehicles per day along 52nd Street. 52nd Street and Remington Street provide essential connections to adjacent communities, residences, parks, etc. (Refer to Figure 1). The roadways are comprised of a single lane in each direction, with a speed limits of 25-45 miles per hour. These roadways lack sidewalks, forcing bicycle and pedestrians to travel along the roadway as an improved surface for all users. See Figure 2 – Average Daily Traffic (2019).

According to Local Highway Technical Assistance Council (LHTAC) crash data spanning from 2016-2020, the planning area contains four crashes, with one B injury (visible injuries), and three property damage crashes.

Failing to yield, alcohol impairment, and speeding too fast for conditions were the primary contributing factors. One of the property damage crashes involved a bicyclist at the intersection of Alworth Street and 52nd Street. As displayed on Figure 3 – Crashes (2016 – 2020), three out of four of the crashes occurred along Alworth Street, between 51st Street and 52nd Street.

With a rapidly growing population and the surrounding land uses identified as areas for redevelopment, bicycle and pedestrian improvements are becoming more and more critical. This proposed connection could also facilitate access to/from Plantation and the Greenbelt for emergency services.

MOBILITY/CONNECTIVITY

Multi-modal accessibility is imperative when providing access along residential and commercial corridors. The proposed project will facilitate access to and from the adjacent residential and commercial corridors within the cities of Garden City, Boise, and Eagle, as well as public facilities such as Expo Idaho. To confirm the extent of current pedestrian and bicycle activity in the project area, COMPASS installed a counter on the Greenbelt at 52nd Street from May 24 to June 5, 2022. The Average Daily Users are depicted on Figure 2 – Average Daily Traffic reflecting an average daily total of 204 bicyclists and 50 pedestrians. This is a higher percentage of cyclists (approximately 80 percent) than has been counted at other Greenbelt locations (including nearby Glenwood Bridge) where the percentage split is typically 50 percent.

Without the proposed sidewalk/pathway connection, bicyclists and pedestrians would continue to be forced to ride or walk in an unsafe environment, intermixed with vehicular traffic. Therefore, the proposed project will greatly improve mobility and safety for current bicyclists and pedestrians by providing a vital connection with access to businesses, as well as various recreational opportunities, at both ends of the proposed project. Additionally, the proposed Greenbelt connection would provide increased bicycle and pedestrian access to public services, such as the library and City Hall, from residential areas including the high-density residential development occurring near Veteran's Memorial Parkway adjacent to the Boise River.

As shown on Figure 4 – Connectivity Map, the proposed Greenbelt connection will enhance circulation to the existing bicycle and pedestrian system, surrounding commercial and public facilities, as well as planned connections in the greater Garden City and City of Boise areas.

DESTINATIONS AND ATTRACTORS

The proposed pathway and pedestrian crossing would provide bicycle and pedestrian access to commercial centers and recreational areas such as parks and Expo Idaho (refer to Figure 4 – Connectivity Map) The proposed pedestrian bridge would provide improved bicycle and pedestrian access for users throughout the cities of Garden City, Boise, and Eagle. Within a one-mile proximity to the proposed project area, there is an abundance of retail, restaurants, and recreational facilities.

ECONOMIC

The proposed Greenbelt connection and crossing has many economic and health benefits as it would provide for increased bicycle and pedestrian access to the existing commercial and recreational areas adjacent to the project area. 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 assisting in 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 2.0 IMPLEMENTATION

The project meets the following goals identified in the COMPASS Communities in Motion 2040 2.0 plan:

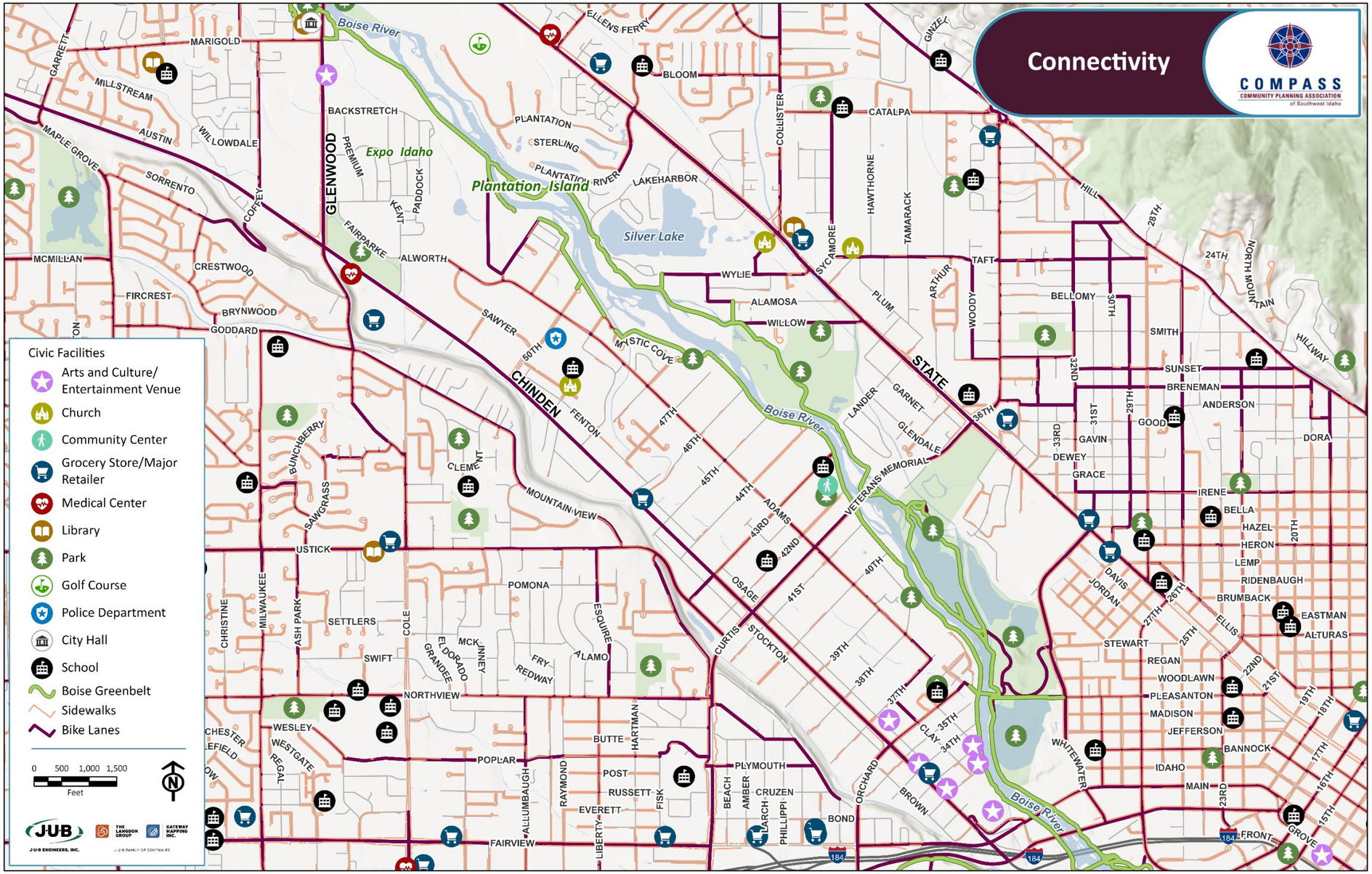
Table 1: COMPASS Communities in Motion 2040 2.0 Goals

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.
	Improve safety and security for all transportation modes and users.
	Protect and preserve existing transportation systems and opportunities.
	Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.
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 2: Average Daily Traffic

Figure 3: Crashes (2016-2020)

Figure 4: Connectivity Map



Alternatives

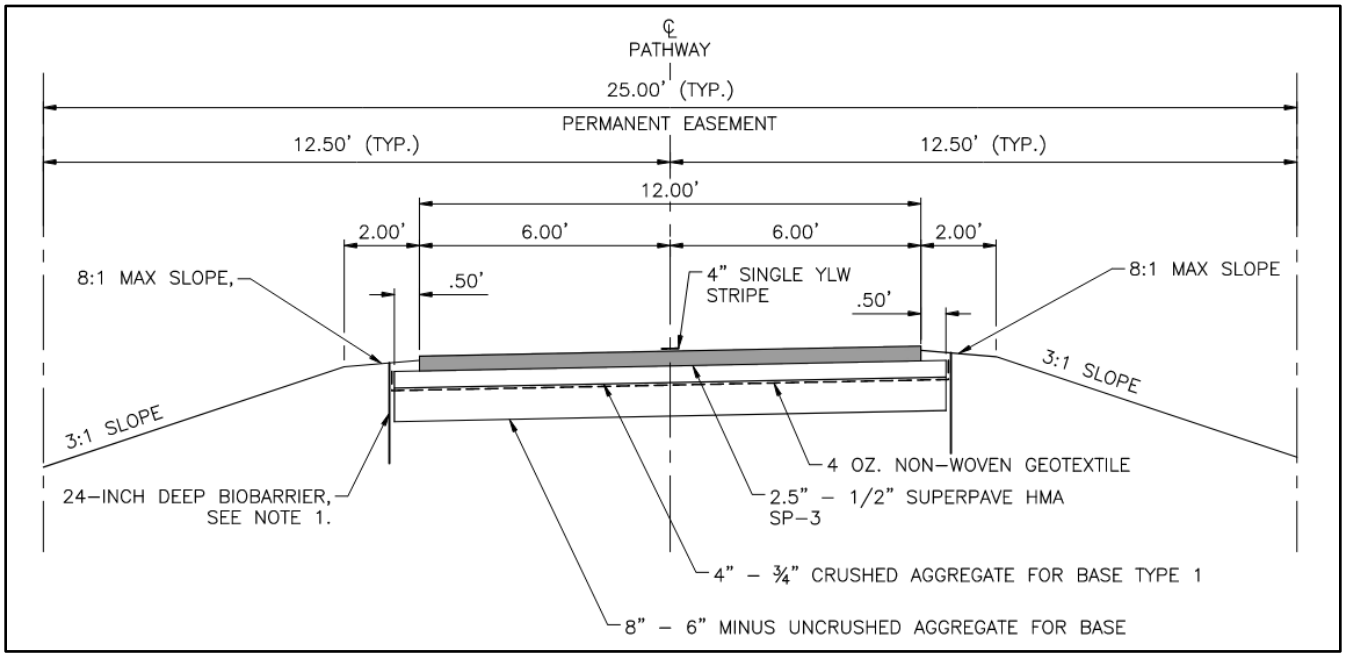
ALIGNMENT ALTERNATIVES

Four alternatives were developed to analyze Greenbelt pathway connectivity adjacent to 52nd Street. Alternative #1, #2, and #4 identify locations for a pedestrian bridge over the Boise River, while Alternative #3 identifies a potential alternative route/Greenbelt connection along the south side of the Boise River that utilizes the existing bridge connections to Plantation Island (Refer to Figures 6, 7, 8, and 9).

A pathway typical section was developed for all alternatives for cost estimating purposes. See Figure 5 for the typical section details. This pathway was assumed to have an asphalt pavement section. During the design phase, if it is determined that concrete pavement is preferred, the total project cost is approximately the same for both surface types.

For the alternatives that require a bridge, a prefabricated steel pedestrian bridge was assumed for estimating purposes. During the design stage, additional analysis will be required to determine the appropriate bridge type.

Figure 5: Pathway Typical Section



The following four alternatives were evaluated regarding the Greenbelt connection alignment:

1. Alternative #1, Plantation Island Connection – A 12' wide connection beginning approximately 230' southeast of the 52nd St. and terminating at the existing Greenbelt on Plantation Island. This alternative alignment follows an existing easement established in 2020 with a 2025 termination date, see Right-of-Way & Easements section of this report. The alignment includes a 185' long pedestrian bridge spanning the Boise River.

2. Alternative #2, 52nd Street Connection – A 12' wide connection beginning at the north terminus of 52nd St. and terminating at the existing Greenbelt on Plantation Island. This alternatives alignment will require a new permanent easement for the proposed alignment. The alignment includes a 150' long pedestrian bridge spanning the Boise River.

3. Alternative #3, South Greenbelt Connection – A 12' wide connection beginning approximately 230' southeast of the 52nd St. and terminating at the existing Greenbelt extension near Remington St. This alternative alignment follows a portion of the existing easement established in 2020 and utilizes an existing 25' easement allocated for greenbelts along the Boise River. The alignment follows the high-water line of the Boise River and will provide a connection to Plantation Island via the existing pedestrian bridge north of Remington St.

4. Alternative #4, Silver Lake Connection – A 12'wide connection beginning at the existing Greenbelt northeast of 51st St. and terminating at the existing Greenbelt near Silver Lake and Lakeharbor Lane. This alternative alignment will require a new permanent easement for the proposed alignment. The alignment includes a 290' long, two-span pedestrian bridge spanning the Boise River.

As part of this project development plan and the alternative cost estimating, no project phasing was included. Project phasing is not recommended due to the environmental impacts and permitting requirements for work within the flood way and Boise River.

Refer to the Cost Estimates (Page 20) and Appendix A for cost estimate breakdowns.

ALTERNATIVES ANALYSIS

Table 2: Alternatives Analysis

ALTERNATIVE	DESCRIPTION	LENGTH	QUANTITIES	ESTIMATED COST	PROS	CONS
Alternative #1	Provide a 615' greenbelt connection beginning 230' east of 52nd St. on the existing greenbelt, heading north over the Boise River with a 185' bridge and ending at the existing greenbelt on Plantation Island.	- 430' of proposed pathway - 185' long pedestrian bridge - 615' Total Length	*Bridge: 2590 Sq. Ft.* *Excavation: 231 Cu. Yd.* *Embankment: 4395 Cu. Yd.*	*$1,908,000*	• Follows existing topograpic features • Utilizes existing easements • Reduced wetland impacts • Direct connection to Plantation Island	• Existing easement has 5-year termination clause (10/16/25). • Cost, bridge required • No direct route from 52nd St. • No public infrastructure on Island • Longest bridge
Alternative #2	Provide a 570' greenbelt connection beginning at 52nd St. on the existing greenbelt, heading north over the Boise River with a 150' bridge and ending at the existing greenbelt on Plantation Island.	- 420' of proposed pathway - 150' long pedestrian bridge - 570' Total Length	*Bridge: 2100 Sq. Ft.* *Excavation: 226 Cu. Yd.* *Embankment: 4293 Cu. Yd.*	*$1,756,000*	• Direct route from 52nd St. • Shortest route • Direct connection to Plantation Island	• Most wetland impact • Cost, bridge required • Requires new easements • Private property owner coordination/agreement for new easements • No public infrastructure on Island
Alternative #3	Provide a 900' greenbelt connection beginning 200' east of 52nd St. following the southern bank of the Boise River to the west and ending at the existing greenbelt extension near Remingtion St.	- 900' of proposed pathway - No pedestrian bridge - 900' Total Length	*Bridge: 0 Sq. Ft.* *Excavation: 483 Cu. Yd.* *Embankment: 544 Cu. Yd.*	*$983,000*	• Lowest Cost • No bridge required, utilizes the existing bridges. • Reduced wetland impacts • Fills a "gap" in the greenbelt south of the Boise River	• Least direct route to Plantation Island • Private property owner coordination/agreement for new easements
Alternative #4	Provide a 435' greenbelt connection beginning northeast of 51st St. on the existing greenbelt, heading east over the Boise River with a 290' two-span bridge and ending at the existing greenbelt near Silver Lake and Lakeharbor Ln.	- 145' of proposed pathway - 290' long pedestrian bridge - 435' Total Length	*Bridge: 4060 Sq. Ft.* *Excavation: 78 Cu. Yd.* *Embankment: 1482 Cu. Yd.*	*$2,250,000*	• Shortest total connection length • Direct route from 51st St.	• Cost, bridge required • Requires new easements • Multi-span bridge, requiring excavation and construction in the Boise River • No public infrastructure on Island

** Permitting and coordination with USACE, IDWR, IDL and Garden City is required for all alternatives. See Environmental Scan and Permitting Section of this report.*

Figure 6: Alternative #1 Concept Plan

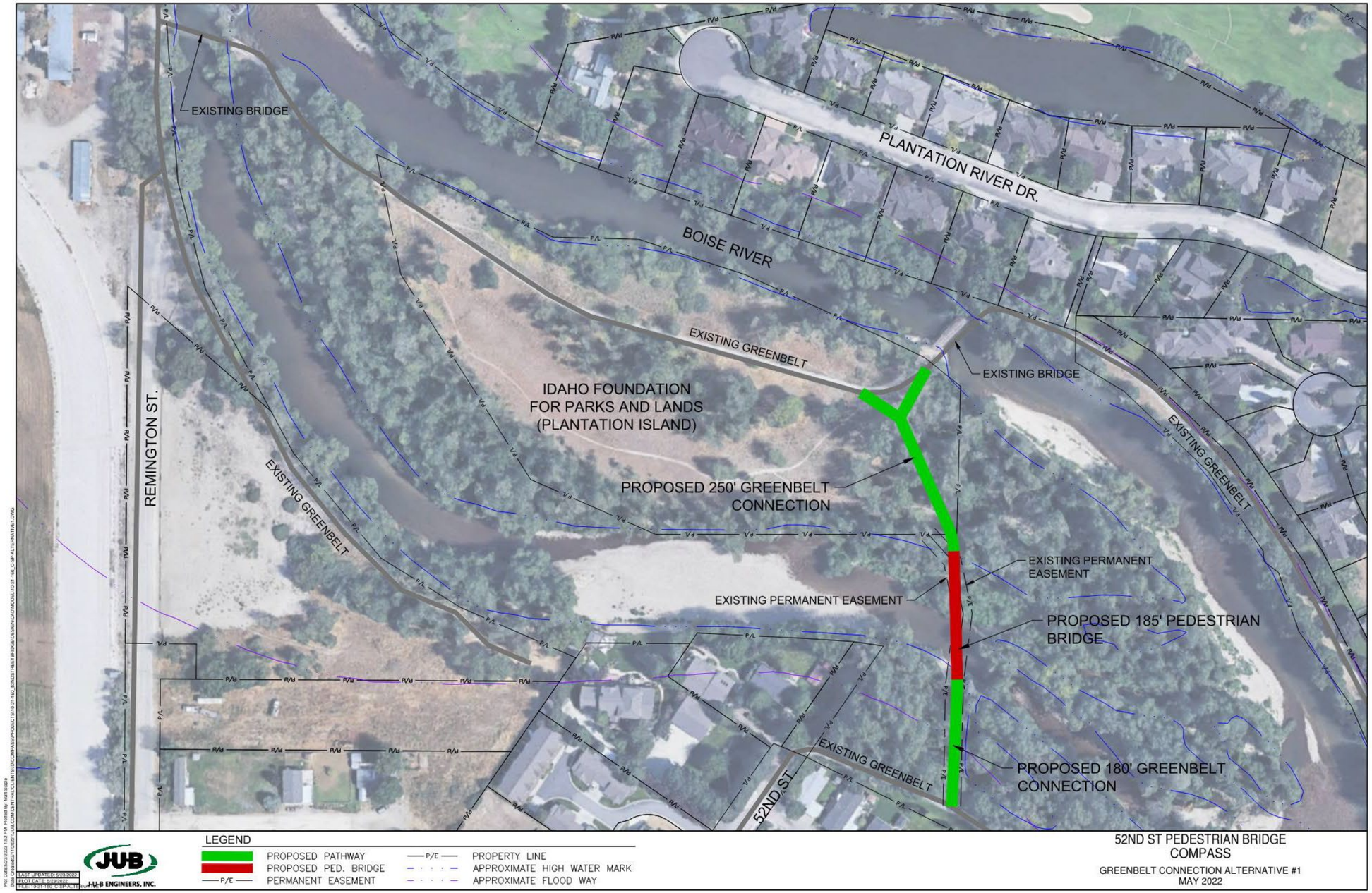


Figure 7: Alternative #2 Concept Plan

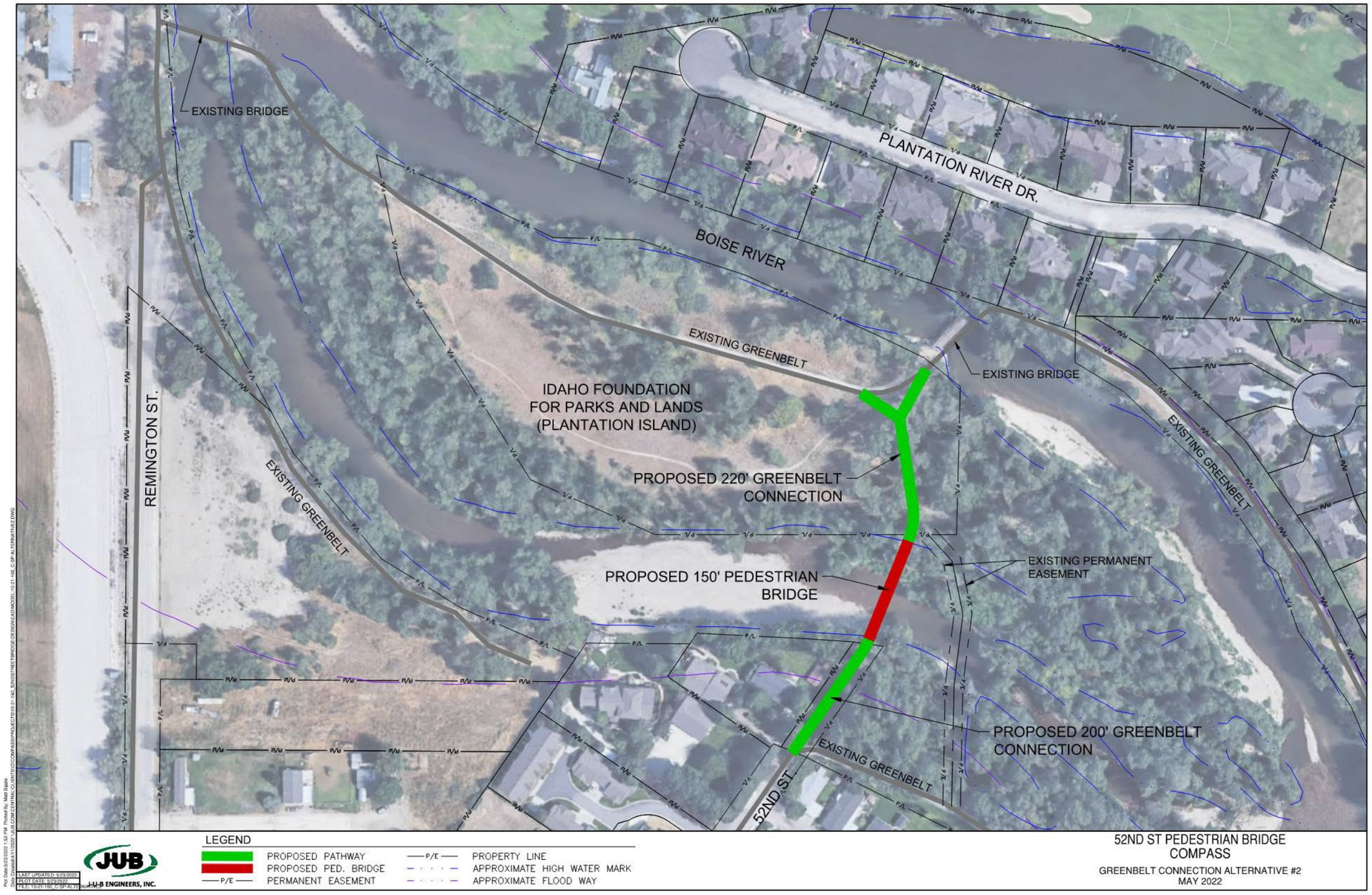
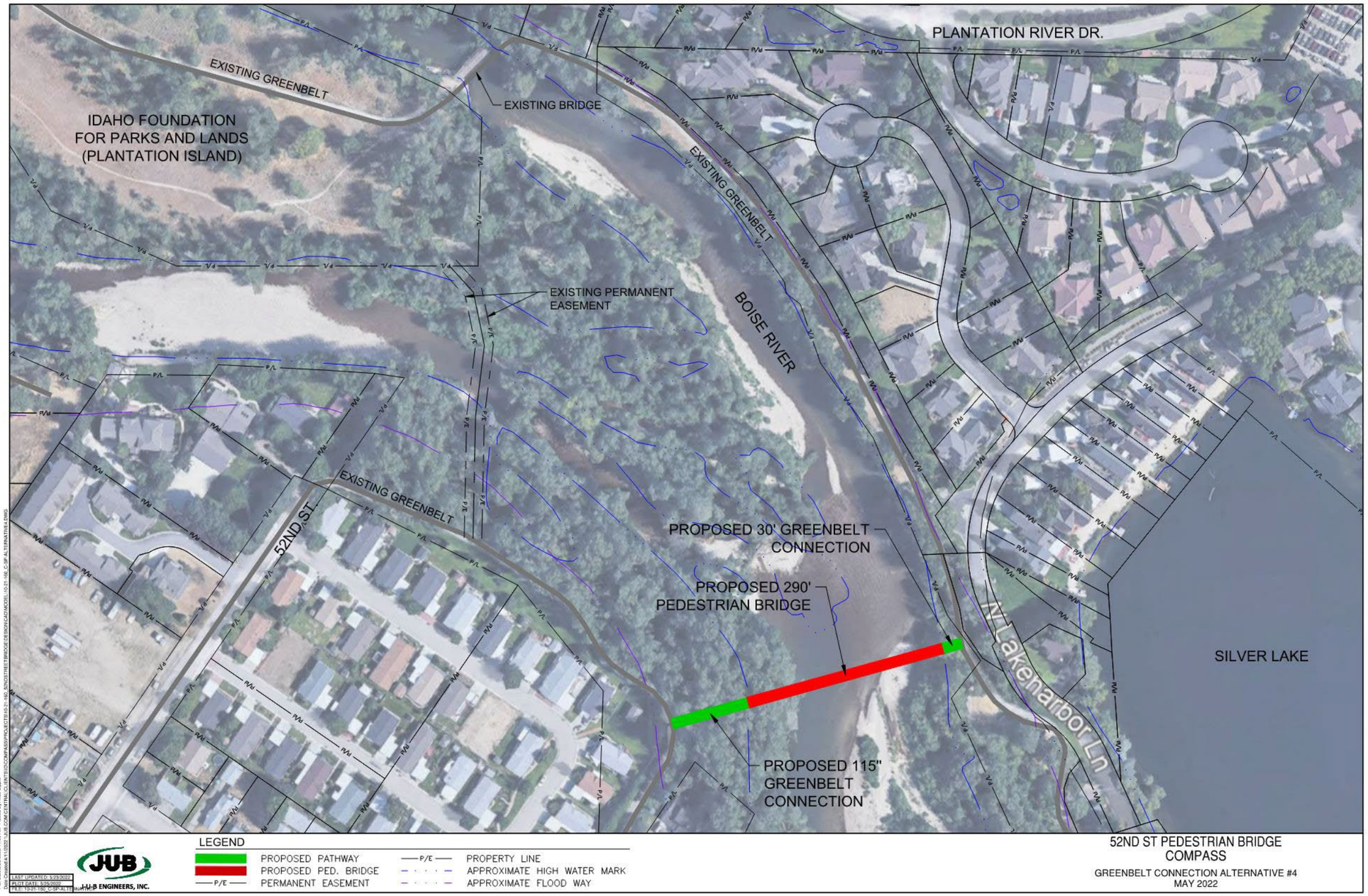


Figure 8: Alternative #3 Concept Plan

Figure 9: Alternative #4 Concept Plan



Right-of-Way & Easements

Available assessor Geographic Information System (GIS) data, 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 (high water, floodplain, and wooded areas) were used to determine the potential impacts of the concepts on right-of-way and easements. There is an existing 25' permanent easement designated for a crossing to Plantation Island from the existing Greenbelt east of 52nd St. This permanent easement was granted to the FACTS and has a 5-year termination provision. Therefore, the construction of the Plantation Island crossing will need to have been initiated by October 16th, 2025 or the easement will be abandoned. It is recommended that an update to the existing easement be recorded prior to its expiration. In addition to the FACTS easement, there is an existing 25' easement designated for greenbelts (granted to the Idaho Department of Lands), parallel to the Boise River from ordinary high-water level.

Depending on the selected alternative, a 25' easement centered on the pathway will need to be acquired from adjacent property owners, Idaho Department of Lands, and any other entities affected. An adjustment to the existing permanent easement may be necessary if the preferred alternative cannot be constructed within it or within the required time frame. For the cost estimates, ROW/permanent easement costs were assumed to be $6.50/sq. ft. of easement needed. As the design progresses, it is recommended that additional cost analysis should be completed.

Regarding temporary impacts/proposed work outside of the ROW, it is recommended that Garden City and Idaho Department of Lands 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.
- The Boise River is a jurisdictional water of the U.S. and a field survey should be conducted to identify and map the ordinary high-water mark where project impacts could occur.
- An aquatic resources delineation and report, and Joint Application for Permits (for submittal to USACE, IDL, IDWR, and Idaho DEQ) with associated biological studies would be required for impacts to jurisdictional wetlands or other waters. It is likely any wetlands along or near the Boise River would be jurisdictional. 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, and one candidate species, monarch butterfly. It is highly unlikely that slickspot peppergrass habitat occurs in the area, but potential habitat for yellow-billed cuckoo and monarch butterfly could occur.

Public Involvement Summary

Public involvement was an integral part of this project development as stakeholders comprised of various agency representatives were asked to be involved throughout the planning process. Stakeholders identified that either participated in this project development report or should be consulted in the future include:

- City of Garden City
- Ada County Highway District's Bicycle Advisory Committee (BAC)
- Foundation for Ada and Canyon County Trails Systems (FACTS)
- U.S. Army Corps of Engineers
- Idaho Department of Water Resources
- Idaho Department of Lands
- Idaho Foundation for Parks and Lands
- City of Boise
- Ada County
- Adjacent Property Owners
- Audubon Society

Cost Estimates

Alternative Comparison				
	Alternative #1	**Alternative #2**	**Alternative #3**	**Alternative #4**
Preliminary Engineering (10%)	$140,000	$123,000	$57,000	$162,000
Right-of-Way	$10,000	$64,000	$126,000	$75,000
Environmental	$150,000	$150,000	$150,000	$150,000
Earthwork	$218,200	$214,400	$211,600	$106,900
Pavement and Base[1]	$40,900	$39,900	$85,300	$13,900
Bridge	$569,800	$462,000	$0	$893,200
Temporary Traffic Control	$10,300	$9,900	$12,500	$8,800
Landscaping	$11,900	$11,600	$6,600	$4,000
Mitigation Measures	$95,000	$95,000	$15,000	$95,000
Other Items	$30,500	$29,700	$63,600	$10,300
Cost of Construction	$977,000	$863,000	$395,000	$1,133,000
Mobilization (10%)	$98,000	$86,000	$39,000	$113,000
Construction Engineering and Contingencies (45%)	$533,000	$470,000	$216,000	$617,000
Total Construction Cost	$1,608,000	$1,419,000	$650,000	$1,863,000
Total Project Cost	**$1,908,000**	**$1,756,000**	**$983,000**	**$2,250,000**

[1]*During the design phase, pavement type will be determined, and costs may vary based on time of construction and market values.*

Funding

It is recommended that the City of Garden City, in partnership with FACTS 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 the Local Highway Technical Assistance Council in partnership with the Idaho Transportation Department (ITD) to address strategic goals of mobility, safety and economic opportunity while maximizing the use of federal funds. Funds could be used for design and construction of the project. A minimum local match of 7.34 percent is required. Grant funds are limited to $500,000.

TAP – TRANSPORTATION MANAGEMENT AREA (TMA)

This funding source is applied for and programmed by COMPASS in partnership with ITD to address strategic goals of mobility, safety and economic opportunity while maximizing the use of federal funds. Funds could be used for design, right of way, and construction of the project. A minimum local match of 7.34 percent is required. Approximately $1.1M is available each year.

SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM - TMA

Formerly known as the Surface Transportation Program, this funding source is applied for and programmed by COMPASS in partnership with ITD. Funds could be used for design, right of way, and construction of the project. A minimum local match of 7.34 percent is required. Approximately $1.3M is available each year for off-system pathways starting in FY2027.

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABLITY AND EQUITY (RAISE)

The RAISE Transportation Discretionary Grant program, provides a unique opportunity for the Department of Transportation (DOT) to invest in communities across the country that are in need of transportation projects that create jobs, improve safety, protect the environment, and generate equitable economic opportunities for all Americans. Previously known as Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly $7.9 billion for eleven rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. A minimum match of 20 percent is recommended. The Notice of Funding Availability (NOFA) typically comes out in February each year with an application due date in late-April.

CARBON REDUCTION PROGRAM (CRP)

This funding source encourages communities to reduce carbon emissions by implementing traffic congestion remedies such as facilitating the use of alternatives to single-occupant vehicle trips, including pedestrian and bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the relevant Metropolitan Planning Organization (MPO). CRP funds are federal monies that are passed through to states and apportioned to urbanized areas. COMPASS manages the funds allocation to the area encompassing Garden City. A non-federal match for CRP funds is 7.34%.

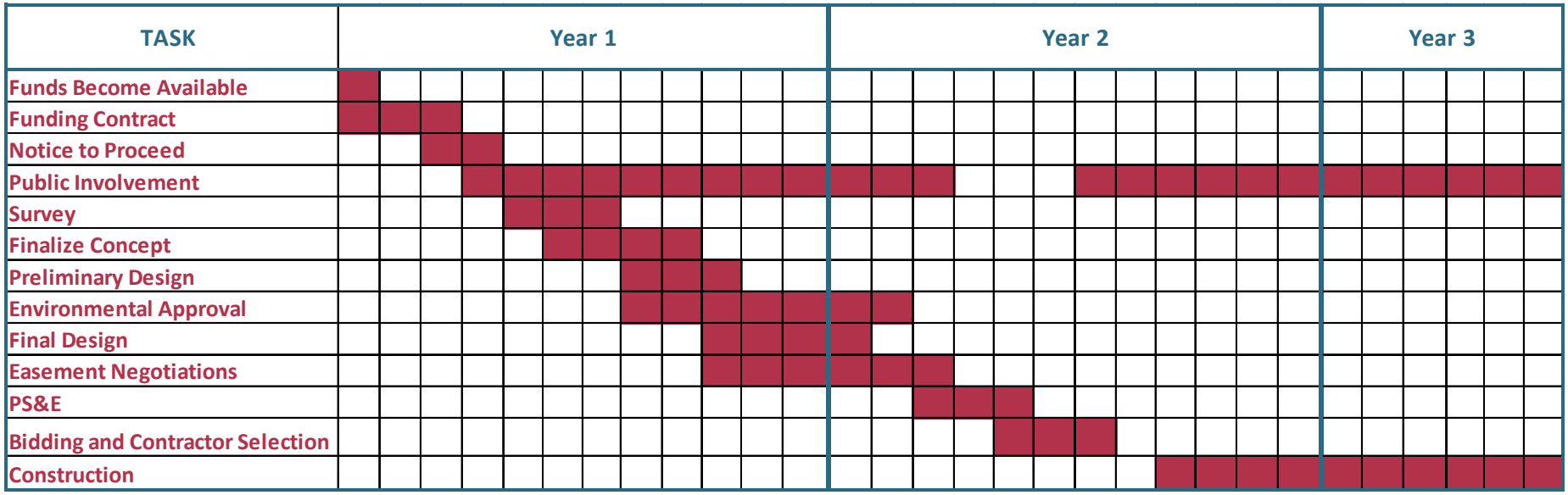
RECREATIONAL TRAILS PROGRAM (RTP)

This funding source is managed by Idaho Department of Parks and Recreation to provide direct support to the state for recreational trails and trail-related projects. A minimum 20 percent match (5 percent of which must be non-federal) would be required. The typical grant funding level for the program is approximately $1.5 million annually; single project requests of $100,000 or less are encouraged.

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. The match will ultimately be the responsibility of the City of Garden City or FACTS as a sponsor agency for grant eligibility purposes; additional funds may be sought from other agency partners and private entities to reduce the impact on agency budgets.

Project Schedule

The project schedule assumes federal 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 Garden City website and social media platforms.



Agencies Consulted

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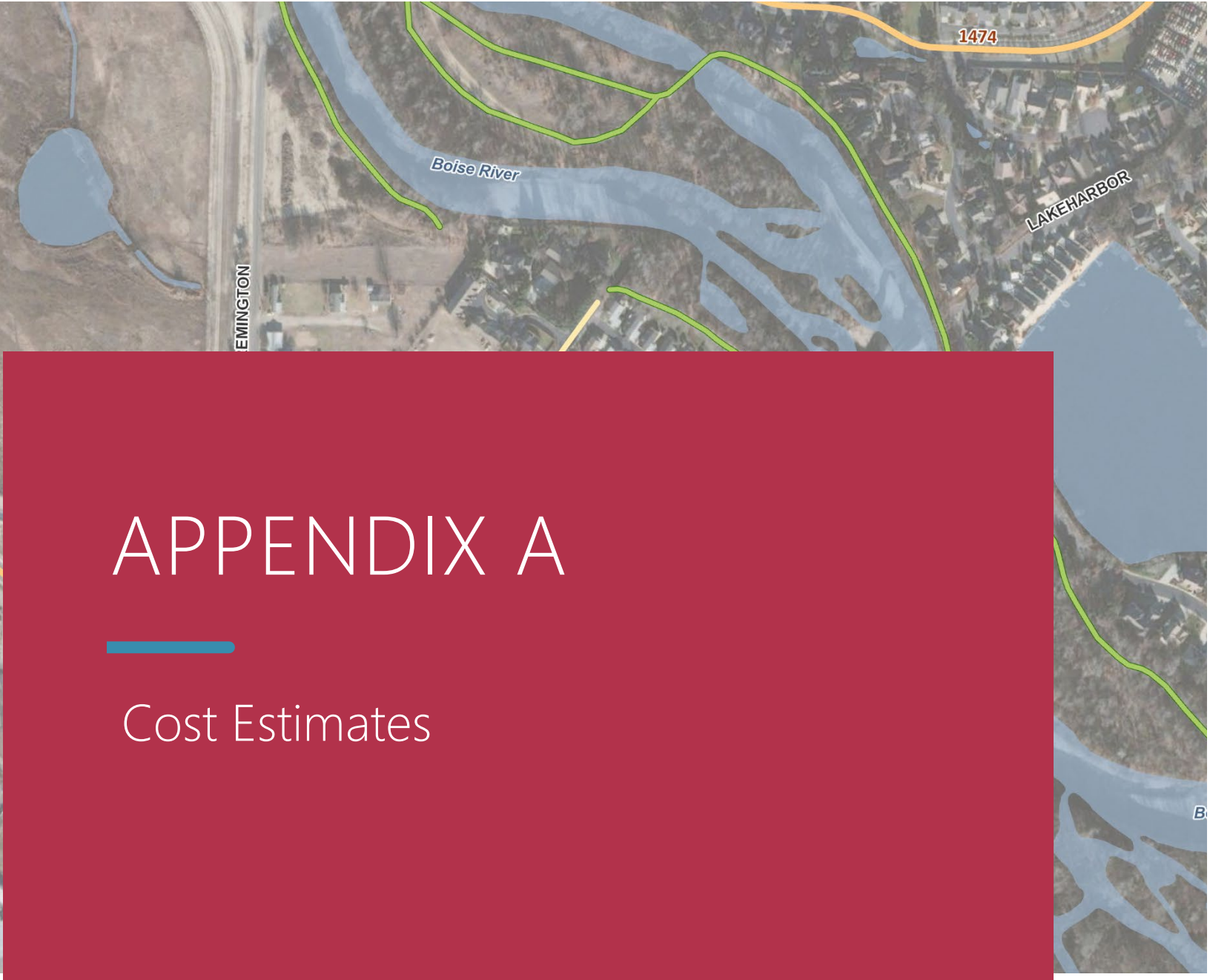


APPENDIX A

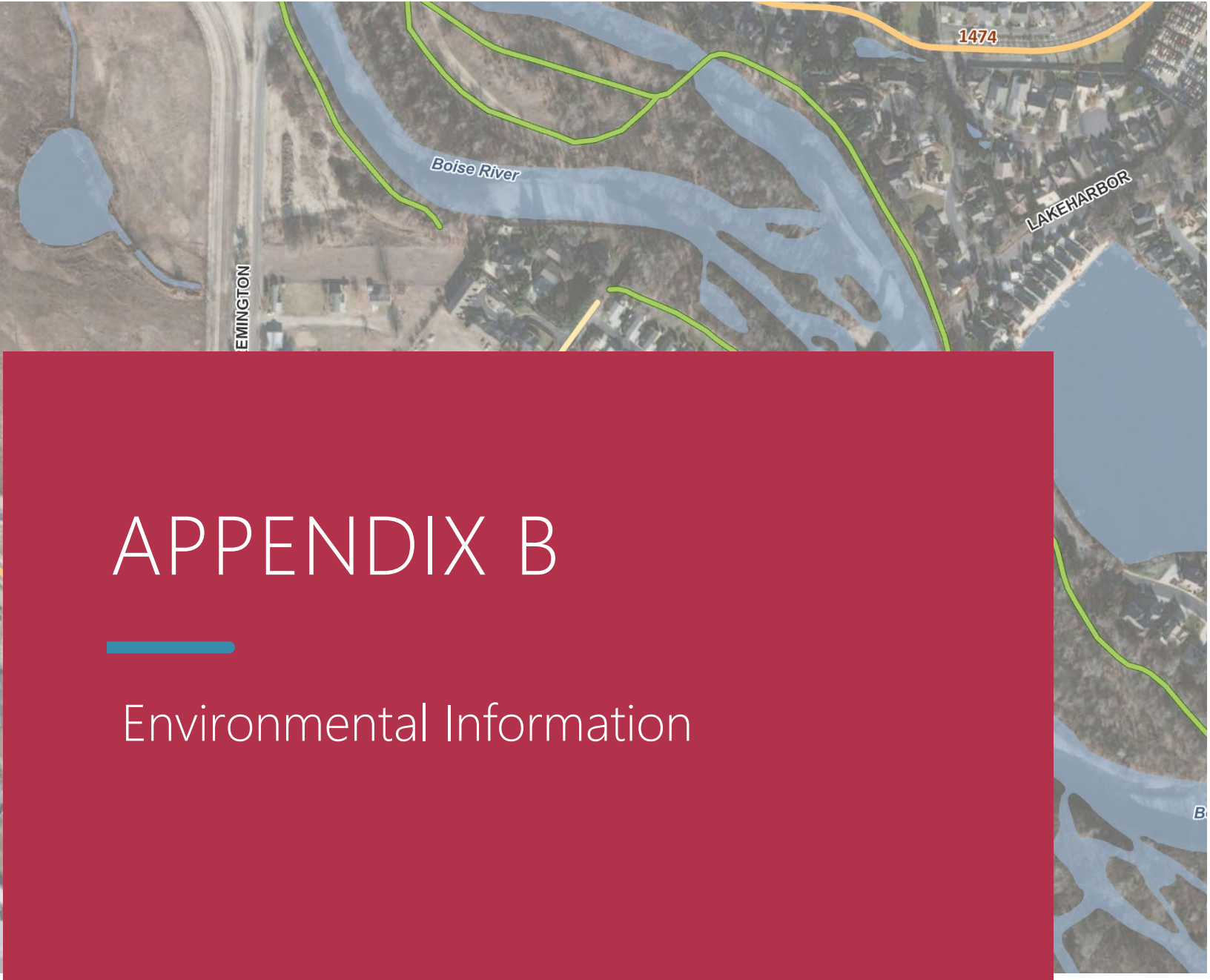
Cost Estimates

PROJECT: 52ND STREET BRIDGE - ALTERNATIVE #1					DATE:	May 2022
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	$50,000.00	$50,000.00
2	201.4.1.F.3	Removal of Existing Tree	43	EA	$1,500.00	$64,500.00
3	202.4.1.A.1	Excavation	231	CY	$25.00	$5,800.00
4	202.4.5.A.1	Unsuitable Material Excavation	23	CY	$50.00	$1,200.00
5	202.4.6.A.1	Borrow	4,395	CY	$22.00	$96,700.00
		Division 800--Aggregates and Asphalt				
6	801.4.1.B.1	6" Minus Uncrushed Aggregate Base	241	TON	$50.00	$12,100.00
7	802.4.1.B.1	3/4" Crushed Aggregate for Base Type 1	125	TON	$75.00	$9,400.00
8	814.4.1.A.1	1/2" Superpave HMA SP-3	129	TON	$150.00	$19,400.00
		Division 1000--Construction Stormwater BMPs				
9	1007.4.1.B.1	Seeding	2,363	SY	$5.00	$11,900.00
10	SP-1001	Pollution Prevention	1	LS	$45,000.00	$45,000.00
11	SP-1002	Cofferdam	1	LS	$50,000.00	$50,000.00
		Division 1100--Traffic				
12	1103.4.1.B.2	Traffic Control Signs, Class B	100	SF	$15.00	$1,500.00
13	1103.4.1.H.1	Portable Tubular Markers	40	EA	$25.00	$1,000.00
14	1103.4.1.J.1	Traffic Control Maintenance	50	MH	$55.00	$2,800.00
15	1104.4.1.B.1	Thermoplastic Pavement Markings	410	SF	$12.00	$5,000.00
		Division 2000--Miscellaneous				
16	2050.4.1.C.1	4 oz Non-woven Subgrade Separation Geotextile	573	SY	$5.00	$2,900.00
		Division 3000--Special Provisions				
17	SP-3001	24-inch Deep Biobarrier	344	LF	$80.00	$27,600.00
		Division 9000--Bridge				
19	SP-9001	Steel Pedestrian Bridge	2,590	SF	$220.00	$569,800.00
					Base Bid Total:	**$977,000.00**
					Mobilization (10%)	**$98,000.00**
					Contingency (30%)	**$323,000.00**
					Total Construction:	**$1,398,000.00**
					Design Engineering (10%)	**$140,000.00**
					Construction Engineering (15%)	**$210,000.00**
					Environmental	**$150,000.00**
					Right-of-way	**$10,000.00**
					TOTAL PROJECT COST:	**$1,908,000.00**

PROJECT: 52ND STREET BRIDGE - ALTERNATIVE #2					DATE:	May 2022
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	$50,000.00	$50,000.00
2	201.4.1.F.3	Removal of Existing Tree	42	EA	$1,500.00	$63,000.00
3	202.4.1.A.1	Excavation	226	CY	$25.00	$5,700.00
4	202.4.5.A.1	Unsuitable Material Excavation	23	CY	$50.00	$1,200.00
5	202.4.6.A.1	Borrow	4,293	CY	$22.00	$94,500.00
		Division 800--Aggregates and Asphalt				
6	801.4.1.B.1	6" Minus Uncrushed Aggregate Base	235	TON	$50.00	$11,800.00
7	802.4.1.B.1	3/4" Crushed Aggregate for Base Type 1	122	TON	$75.00	$9,200.00
8	814.4.1.A.1	1/2" Superpave HMA SP-3	126	TON	$150.00	$18,900.00
		Division 1000--Construction Stormwater BMPs				
9	1007.4.1.B.1	Seeding	2,308	SY	$5.00	$11,600.00
10	SP-1001	Pollution Prevention	1	LS	$45,000.00	$45,000.00
11	SP-1002	Cofferdam	1	LS	$50,000.00	$50,000.00
		Division 1100--Traffic				
12	1103.4.1.B.2	Traffic Control Signs, Class B	100	SF	$15.00	$1,500.00
13	1103.4.1.H.1	Portable Tubular Markers	40	EA	$25.00	$1,000.00
14	1103.4.1.J.1	Traffic Control Maintenance	50	MH	$55.00	$2,800.00
15	1104.4.1.B.1	Thermoplastic Pavement Markings	380	SF	$12.00	$4,600.00
		Division 2000--Miscellaneous				
17	2050.4.1.C.1	4 oz Non-woven Subgrade Separation Geotextile	560	SY	$5.00	$2,800.00
		Division 3000--Special Provisions				
18	SP-3001	24-inch Deep Biobarrier	336	LF	$80.00	$26,900.00
		Division 9000--Bridge				
19	SP-9001	Steel Pedestrian Bridge	2,100	SF	$220.00	$462,000.00
					Base Bid Total:	**$863,000.00**
					Mobilization (10%)	**$86,000.00**
					Contingency (30%)	**$285,000.00**
					Total Construction:	**$1,234,000.00**
					Design Engineering (10%)	**$123,000.00**
					Construction Engineering (15%)	**$185,000.00**
					Environmental	**$150,000.00**
					Right-of-way	**$64,000.00**
					TOTAL PROJECT COST:	**$1,756,000.00**

PROJECT: 52ND STREET BRIDGE - ALTERNATIVE #3					DATE:	May 2022
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	$50,000.00	$50,000.00
2	201.4.1.F.3	Removal of Existing Tree	90	EA	$1,500.00	$135,000.00
3	202.4.1.A.1	Excavation	483	CY	$25.00	$12,100.00
4	202.4.5.A.1	Unsuitable Material Excavation	48	CY	$50.00	$2,500.00
5	202.4.6.A.1	Borrow	544	CY	$22.00	$12,000.00
		Division 800--Aggregates and Asphalt				
6	801.4.1.B.1	6" Minus Uncrushed Aggregate Base	504	TON	$50.00	$25,200.00
7	802.4.1.B.1	3/4" Crushed Aggregate for Base Type 1	261	TON	$75.00	$19,600.00
8	814.4.1.A.1	1/2" Superpave HMA SP-3	270	TON	$150.00	$40,500.00
		Division 1000--Construction Stormwater BMPs				
9	1007.4.1.B.1	Seeding	1,309	SY	$5.00	$6,600.00
10	SP-1001	Pollution Prevention	1	LS	$15,000.00	$15,000.00
11	SP-1002	Cofferdam	0	LS	$50,000.00	$0.00
		Division 1100--Traffic				
12	1103.4.1.B.2	Traffic Control Signs, Class B	100	SF	$15.00	$1,500.00
13	1103.4.1.H.1	Portable Tubular Markers	40	EA	$25.00	$1,000.00
14	1103.4.1.J.1	Traffic Control Maintenance	50	MH	$55.00	$2,800.00
15	1104.4.1.B.1	Thermoplastic Pavement Markings	600	SF	$12.00	$7,200.00
		Division 2000--Miscellaneous				
16	2050.4.1.C.1	4 oz Non-woven Subgrade Separation Geotextile	1,200	SY	$5.00	$6,000.00
		Division 3000--Special Provisions				
17	SP-3001	24-inch Deep Biobarrier	720	LF	$80.00	$57,600.00
		Division 9000--Bridge				
18	SP-9001	Steel Pedestrian Bridge	0	SF	$220.00	$0.00
					Base Bid Total:	**$395,000.00**
					Mobilization (10%)	**$39,000.00**
					Contingency (30%)	**$131,000.00**
					Total Construction:	**$565,000.00**
					Design Engineering (10%)	**$57,000.00**
					Construction Engineering (15%)	**$85,000.00**
					Environmental	**$150,000.00**
					Right-of-way	**$126,000.00**
					TOTAL PROJECT COST:	**$983,000.00**

PROJECT: 52ND STREET BRIDGE - ALTERNATIVE #4					DATE:	May 2022
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	$50,000.00	$50,000.00
2	201.4.1.F.3	Removal of Existing Tree	15	EA	$1,500.00	$21,800.00
3	202.4.1.A.1	Excavation	78	CY	$25.00	$2,000.00
4	202.4.5.A.1	Unsuitable Material Excavation	8	CY	$50.00	$400.00
5	202.4.6.A.1	Borrow	1,482	CY	$22.00	$32,700.00
		Division 800--Aggregates and Asphalt				
6	801.4.1.B.1	6" Minus Uncrushed Aggregate Base	81	TON	$50.00	$4,100.00
7	802.4.1.B.1	3/4" Crushed Aggregate for Base Type 1	42	TON	$75.00	$3,200.00
8	814.4.1.A.1	1/2" Superpave HMA SP-3	44	TON	$150.00	$6,600.00
		Division 1000--Construction Stormwater BMPs				
9	1007.4.1.B.1	Seeding	797	SY	$5.00	$4,000.00
10	SP-1001	Pollution Prevention	1	LS	$45,000.00	$45,000.00
11	SP-1002	Cofferdam	1	LS	$50,000.00	$50,000.00
		Division 1100--Traffic				
12	1103.4.1.B.2	Traffic Control Signs, Class B	100	SF	$15.00	$1,500.00
13	1103.4.1.H.1	Portable Tubular Markers	40	EA	$25.00	$1,000.00
14	1103.4.1.J.1	Traffic Control Maintenance	50	MH	$55.00	$2,800.00
15	1104.4.1.B.1	Thermoplastic Pavement Markings	290	SF	$12.00	$3,500.00
		Division 2000--Miscellaneous				
17	2050.4.1.C.1	4 oz Non-woven Subgrade Separation Geotextile	193	SY	$5.00	$1,000.00
		Division 3000--Special Provisions				
18	SP-3001	24-inch Deep Biobarrier	116	LF	$80.00	$9,300.00
		Division 9000--Bridge				
19	SP-9001	Steel Pedestrian Bridge	4,060	SF	$220.00	$893,200.00
					Base Bid Total:	**$1,133,000.00**
					Mobilization (10%)	**$113,000.00**
					Contingency (30%)	**$374,000.00**
					Total Construction:	**$1,620,000.00**
					Design Engineering (10%)	**$162,000.00**
					Construction Engineering (15%)	**$243,000.00**
					Environmental	**$150,000.00**
					Right-of-way	**$75,000.00**
					TOTAL PROJECT COST:	**$2,250,000.00**



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
Pedestrian Bridge	52nd Street, Garden City

	Yes	No
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?	☒	☐
Explain: Property use agreements and/or temporary construction easements would be needed for project activities (i.e. grading for path, bridge areas) outside of the ROW. IDL, Idaho Parks Foundation, USACE, IDWR, and IDEQ would need to authorize all project activities prior to construction.		
Traffic - Does the project add traffic lanes or traffic capacity?	☐	☒
Explain: The proposed project will only create a path outside the roadway to connect to the pedestrian bridge.		
Ground Disturbance - Does the project disturb more than one acre of land?	☐	☒
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.		

Stormwater - Where does the water (rain, snowmelt) from this project area drain?

- ☒ Sheet flows to surface waters (canal, stream, lake)
- ☐ Conveyed by ditch or pipe to surface waters
- ☐ Storm Sewer System (Municipal system)
- ☐ Infiltrate in Place (retention pond or topography with no drainage outlet [low area])
- ☐ Other – if none of the above conditions

Explain: Parts of project are in the floodplain and naturally drain to the Boise River or infiltrate in place

Surface Waters - Does the project site contain any boggy, swampy, or wetland areas?	☒	☐
Does the project impact (fill or temporarily impact) any wetland, stream, lake or other water body?	☒	☐
Explain: The Boise River occurs within the project area and is a jurisdictional water. Wetlands could potentially occur along the Boise River. If impacts occur to wetlands, a 404 permit may be needed and, depending on amount of impact, compensatory mitigation would be required.		
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?	☐	☒
Explain: There are no listed NRHP sites within the project area; Section 404 permitting may require a cultural resources assessment and/or report.		

	Yes	No
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. Explain:	☐	☒
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? Explain: 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 one site within 1/4 mile of the project area, south of the river in a residential neighborhood with records for LUST, RCRA, and UST.	☒	☐
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?) Explain: Potential for construction activities (noise, dust) near residential areas and recreational paths	☐	☒
Irrigation - Does the project require irrigation? Describe whether the project will require watering and what source will be used for watering. Explain:	☐	☒
Right of Way Encroachment - Are there any signs, trees or other features you plan to locate within ITD right of way? Explain:	☐	☒
Offsite Work - Will the project require off-site grading, excavation or trenching for utilities, lighting, drainage or other work? 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
Addison Coffelt	4/25/2022

– 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