

PRE-CONCEPT REPORT

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To:	Kathy Parker, COMPASS Kristi Watkins, City of Nampa Jeff Barnes, PE, City of Nampa	
From:	Wende Wilber, AICP, PTP, and Rachel Grosso, Kittelson & Associates, Inc.	
Project:	Indian Creek Pathway, 16 th Avenue N to East Shortline Drive	
Subject:	Final Pre-Concept Report (Subtask 7.2)	

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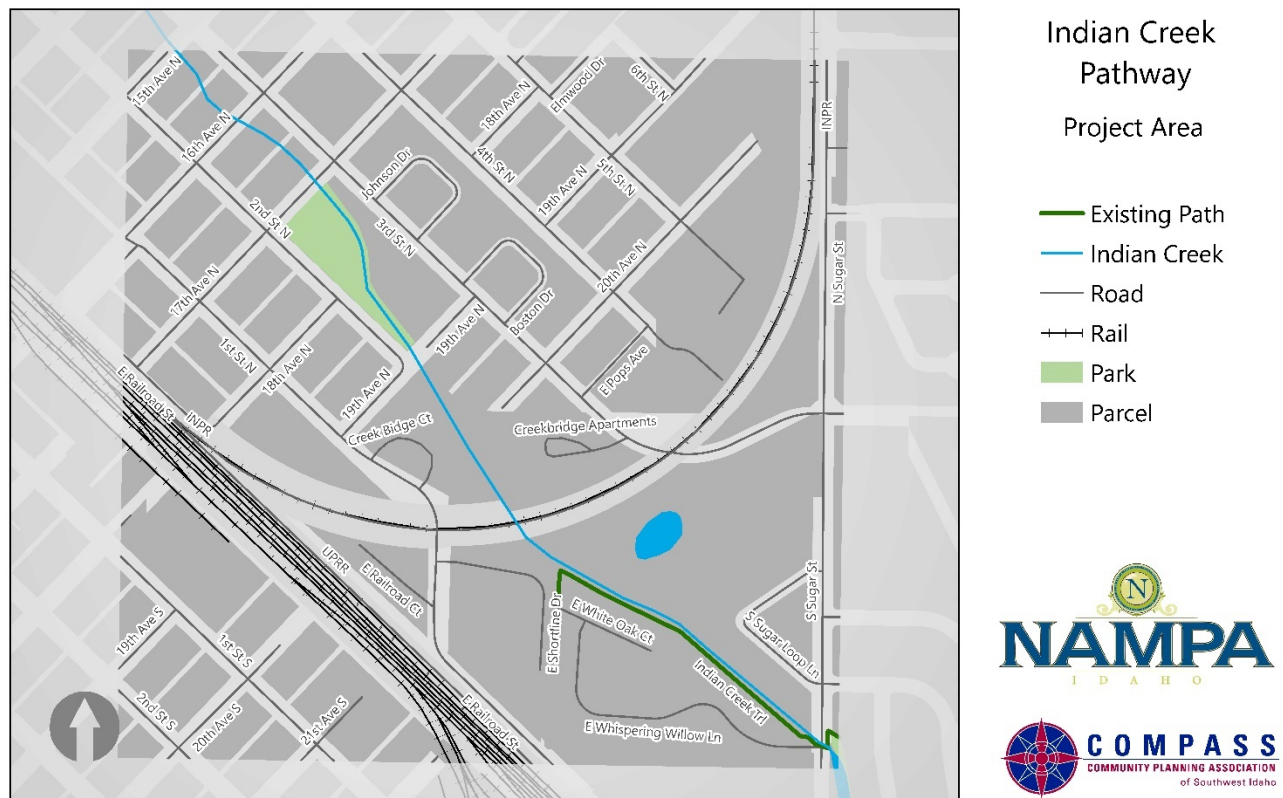
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INTRODUCTION

The City of Nampa ('the City') is proposing to extend the existing Indian Creek Pathway along or in close proximity to Indian Creek from its current terminus south of East Shortline Drive, north towards 16th Avenue N. This segment of an envisioned regional path will improve connectivity between neighborhoods and downtown Nampa. Any proposed alignment will have to pass under elevated rail lines owned and operated by Union Pacific Railroad and Boise Valley Railroad Company (BVRC). The project area is displayed below in Figure 1.

The existing pathway, also known as Indian Creek Trail, is an asphalt multi-use path that varies in width between eight and ten feet. It extends between East Amity Avenue near Mihan Lane and East Shortline Drive near East White Oak Court as a separated, non-motorized facility that generally follows the Indian Creek alignment. Enhanced bicycle and pedestrian crossings exist where the pathway crosses South Kings Road and South Sugar Avenue. Indian Creek acts as a naturally occurring greenbelt between the residential neighborhoods north of its banks and the more commercial and industrial activity to the south, along the East Railroad Street corridor.

Figure 1 Project Area



This Pre-Concept report, which builds from the North Nampa Indian Creek Trail Master Plan assembled by the U.S. Army Corps of Engineers, has been completed as part of the Project Development Program (PDP) that is administered by the Community Planning Association of Southwest Idaho (COMPASS). The purpose of the PDP is to transform member agency needs into well-defined projects with planning level opinions of cost, purpose and need statements, environmental scans, and public involvement information to facilitate project readiness for funding applications. This report summarizes and evaluates readily available information, alternative pathway alignments

and identifies a preferred alignment for the Indian Creek Pathway ('the pathway'). This report has been prepared by Kittelson & Associates, Inc. ('Kittelson') for the City of Nampa and COMPASS as part of the FY2020 Project cycle.

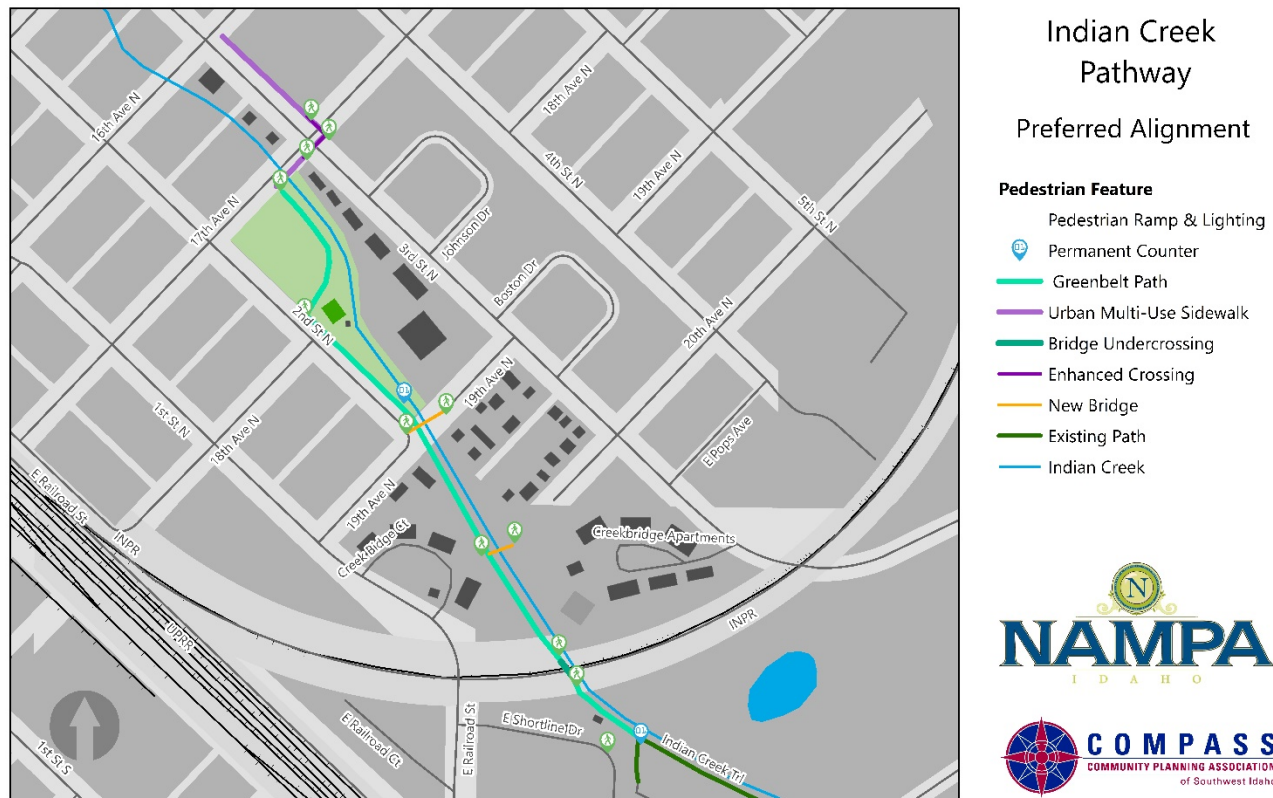
SUMMARY OF PREFERRED ALTERNATIVE

The North Nampa Indian Creek Trail Master Plan outlines the vision of a linear park surrounding the pathway and centered around the stream. The proposed pathway extension investigated in this report is one segment of what is envisioned as a regionally connected greenbelt. The preferred alignment of the pathway extension is displayed in Figure 2. In its entirety, it would stretch 1.25 miles from its current terminus near East Shortline Drive to 5th Avenue N along Indian Creek. The phased approach to development is intended to maintain a fiscally constrained project while incrementally creating the linear park and pathway.

A ten-foot (10') wide asphalt and concrete multi-use pathway is proposed, extending the existing Indian Creek Trail by approximately ½ mile. It will extend from the current terminus near East Shortline Drive along the south bank of the stream, crossing under the grade-separated railroad line towards the Creek Bridge Apartments. The pathway will continue, traversing 19th Avenue N and Indian Creek Park. It will then transition to a multi-use concrete sidewalk along the south side of 17th Avenue N to 3rd Street N, where an enhanced bicycle and pedestrian crossing will lead pathway users to 16th Avenue N. The project will incorporate stream restoration measures, such as the removal of existing trash and debris, installation of native plants, and reinforcement of stream banks.

The construction of this pathway will require the City of Nampa to acquire right-of-way (ROW) and/or easements from adjacent property owners and obtain agreements from the Boise Valley Railroad Company and Union Pacific Railroad for a railroad underpass near East Shortline Drive. The overall planning level opinion of cost of the design and construction of the pathway extension is estimated to be \$2.6 million. This estimate includes two shared-use pedestrian bridges over Indian Creek, a bridge undercrossing parallel to the creek at the Union Pacific railroad structure, stream and bank restoration, and an enhanced crossing at 17th Avenue N and 3rd Street N.

Figure 2 Preferred Alignment



PROJECT NARRATIVE

BACKGROUND

The City of Nampa is a large and quickly growing area of Canyon County, ID due to its rural qualities that complement the industry and activity of the Treasure Valley region. Nampa is also one of many places that Indian Creek spans, flowing from its northern Elmore County source as part of the lower Boise River watershed. In total, Indian Creek drains 320 square miles over the course of its 56-mile length, connecting Nampa with Kuna and Caldwell before its confluence point with the Boise River (Reference 1). Indian Creek also traverses the land of the original Shoshone-Bannock people (Reference 2).

The existing Indian Creek Trail is a paved 1.5-mile multi-use path that traverses residential, commercial, and industrial areas in Nampa, ID. It generally follows the alignment of Indian Creek, with greenbelt and linear park-like qualities throughout. In its current extent, the trail serves local users who mostly walk, run, roll, and bike along the facility. In the master plan completed in 2009, the U.S. Army Corps of Engineers envisioned the Indian Creek Trail "to create an exceptional linear park and trail, and to provide significant ecosystem restoration for Indian Creek...this trail will serve all forms of non-motorized movement, linking points of interest throughout the City, and provide healthy and diverse transportation and outdoor recreational opportunities. The restored creek will provide environmental benefits to fish and wildlife as well as social benefits to the community as a whole" (Reference 1). Through the Project Development Program, COMPASS is working to make that vision a reality, focusing on the first short-term segment that falls between East Shortline Drive and 16th Avenue N. This pre-concept report documents the City of

Nampa's need for separated active transportation facilities and further defines the project, complete with planning level opinions of cost, purpose and need statements, and environmental scans to facilitate project readiness for funding applications and a phased approach to construction.

PURPOSE AND NEED STATEMENT

The purpose of this project is to extend the existing Indian Creek Trail along the creek from East Shortline Drive to 16th Avenue N to improve connectivity between the neighborhoods and the City of Nampa's downtown commercial area via a multi-use, linear park, as envisioned in the Indian Creek Trail Master Plan (Reference 1). The pathway extension will:

- » Increase the accessibility of walking, biking, and rolling as mode choices for Nampa residents for recreational, commute, utilitarian, or exercise-based trips
- » Provide a non-motorized connection for access to essential destinations and services such as grocery stores, health care, libraries, parks, and transit connections in the City of Nampa's downtown commercial area
- » Contribute to stream restoration which will ultimately improve the non-impaired status of the water quality and conserve native flora and fauna
- » Serve the Title VI populations who reside within 1 mile of the pathway, such as the people experiencing poverty (25%), the households with limited English-speaking abilities (4%), and the households without vehicle access (3%)
- » Improve public health by increasing opportunities for active trips
- » Implement the vision and goals of the Communities in Motion 2.0 Plan, the City of Nampa Bike & Pedestrian Master Plan, and the North Nampa Indian Creek Trail Master Plan

Previous Planning Efforts & Pathway Vision

Communities in Motion 2040 – 2.0 Plan

In their long-range transportation plan, Communities in Motion 2040 – 2.0 (CIM 2040), COMPASS identified eight distinct categories, each with supporting goals (Reference 3). Goals, and their associated performance measures that are relevant to this project, are summarized in Table 1.

Table 1 CIM 2040 Strategic Goals & Performance Measures

#	Strategic Goal	Performance Measure	Project Relevance
1.1	Enhance transportation system to improve accessibility and connectivity to jobs, schools, and services	Congestion Reduction – Transit Ridership	By providing a non-motorized connection from residential areas to downtown Nampa, the pathway extension will connect commuters with Valley Regional Transit bus stops located along the 16 th Avenue N corridor.
1.2	Improve safety and security for all transportation modes and users	Safety – Number of Pedestrian and Bicyclist Crashes, Injuries, Fatalities	By providing a separate facility for people walking and biking, conflict exposure is reduced, which in turn can decrease the number of crashes, injuries, and fatalities for pedestrians and bicyclists.

1.3	Protect and preserve existing transportation systems and opportunities	Environmental Sustainability – Vehicle Emissions	By providing a non-motorized connection for Nampa residents to access the commercial areas of downtown, the potential for short-distance, single-occupancy vehicle (SOV) trips are reduced. Furthermore, by providing a first/last mile connection to transit options, the potential for commuter SOV trips is also reduced.
1.4	Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips	System Reliability – Pedestrian Level of Service (LOS) Completion %; Bicycle LOS Completion %; Sidewalks per Roadway Mile; Bikeways per Roadway Mile	In order to encourage trips made by bicycle and on foot, safe and comfortable facilities must be provided. Through the extension of the Indian Creek Trail, the number of pedestrian and bicycle facilities per roadway mile will likely increase.
2.4	Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries	No Applicable Performance Measures	The extension of the Indian Creek Trail contributes to the provision of a more walkable, bikeable, and livable community in Nampa, CIM 2040 does not specify any applicable performance measures for this project.
5.1	Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life	Household connectivity to parks, schools, and grocery stores	The extension would not only incorporate an existing park into the linear park that a greenbelt pathway creates but would also connect Nampa residents with schools and grocery stores within range of the pathway.
6.2	Maintain the vitality of regional centers, downtowns, and main streets through continued public and private investments in new and existing business, housing, and transportation options as appropriate	No Applicable Performance Measures	The extension contributes to the continued transportation investment in downtown vitality by enhancing residential and commercial connectivity, CIM 2040 does not specify any applicable performance measures for this project.
7.1	Promote the development and transportation projects that protect and provide all of the region's population with access to open space, natural resources, and trails.	Miles of trails and pathways; Parks (acreage) to population	The extension would increase the mileage count of pathways while also increasing park acreage per population.

City of Nampa Bike & Pedestrian Master Plan (2019)

The City of Nampa updated their 2011 Bicycle & Pedestrian Plan in 2019 (Reference 4). This project outlined goals and objectives to improve walking and biking conditions in Nampa. These goals and objectives are summarized below:

- » Goal 1 – Safety:
 - ❖ Build more all ages and abilities bike facilities
- » Goal 2 – Connectivity:
 - ❖ Increase connections to local destinations like libraries, schools, grocery stores, and churches
 - ❖ Increase connections to public transit
- » Goal 4 – Health:
 - ❖ Increase access to opportunities for physical activity like recreation centers and parks

The pathway extension supports the pursuit of the above goals and objectives and is included in the proposed network of the plan. Additionally, in this plan, the City of Nampa identified the rail corridors throughout the city as constraints to the walking and biking network, stating, “Within central Nampa, grade-separated railroad crossings are limited to three locations”. This constraint is applicable to this project and is further discussed in the subsequent sections.

Planning Assistance to States, Section 22 Report: North Nampa Indian Creek Trail Master Plan

This report, completed by the U.S. Army Corps of Engineers in August 2009, outlines a vision for the path, planning guidance, and technical considerations for construction and implementation. The stated vision of the Indian Creek Pathway is “To create an exceptional linear park and trail, and to provide significant ecosystem restoration for Indian Creek within Nampa, ID”, the extents of which stretch between the current terminus near East Shortline Drive and 5th Avenue N (Reference 1). The plan recognizes the short- and long-term nature of this vision, and includes the recommendations and key findings:

- » Aligning the pathway along 1st Street between East Shortline Drive and 19th Avenue N and along 3rd Street from 17th Avenue N, northward
- » Enhancing crossings at major city streets, such as 16th Avenue N and 17th Avenue N
- » Utilizing the Federal Emergency Management Agency’s (FEMA) Floodplain mapping to negotiate with property owners unable to allocate resources towards flood insurance
- » Creating a Memorandum of Understanding (MOU) with local irrigation districts for water management and stream restoration
- » Restoring the stream and bank between the current terminus and Indian Creek Park by removing debris and hazards
- » Replacing invasive species with native cottonwood, dogwood, and willow trees
- » Implementing the recommendations of the USDA “Stream Corridor Restoration: Principles, Processes, and Practices” to mitigate the effects of flood activity (Reference 5)

EXISTING CONDITIONS

The following section describes the demographics, land use patterns, utilities, and environmental context of the project area.

COMMUNITY CHARACTERISTICS

The following sections describe general population and demographic characteristics and the City of Nampa. U.S. Census Bureau American Community Survey (ACS) 2018 5-Year Estimates by Census Tract were used for this analysis. Further demographic information is available in Appendix A.

Overview

Table 2 summarizes demographic statistics for the four tracts immediately surrounding the pathway (within 1 mile) and Greater Nampa.

Table 2 Demographic Comparison Between Pathway Tracts & Greater Nampa

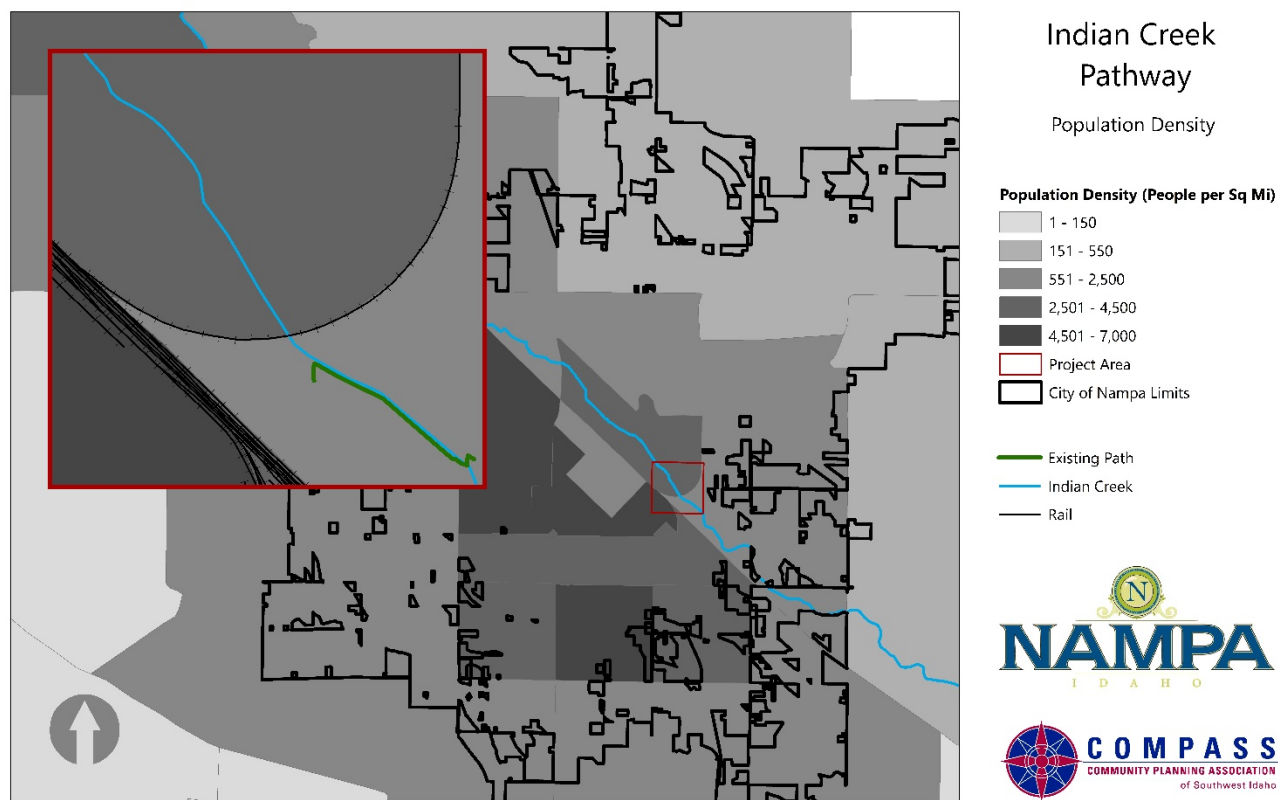
Demographic	Average Within 1 Mile of Pathway	Greater Nampa Average
Population of Racial or Ethnic Minority Group	19%	19%
Limited English-Speaking Households	4%	3%
Population Experiencing Poverty	25%	18%
Youth Population	31%	31%
Elderly Population	10%	14%
Households Without Vehicle Access	3%	2%
Working Population Commuting by Walking	3%	2%
Working Population Commuting by Biking	1%	0%
Working Population Commuting by Transit	0%	1%

The higher percentages of people experiencing poverty, of households without vehicle access, and of households with limited English-speaking abilities indicate a need to provide all ages and abilities accessible mode choices to connect residential neighborhoods with services, as well as a need for active transportation facilities for healthy living.

Population Density

As a community in a rapidly growing region, the City of Nampa is home to an estimated 96,250 people, as of 2018 (Reference 6). Population density, categorized as people per square mile, is displayed in Figure 3. The project area is among the more densely populated areas of Nampa.

Figure 3 Population Density (People per Sq. Mi)

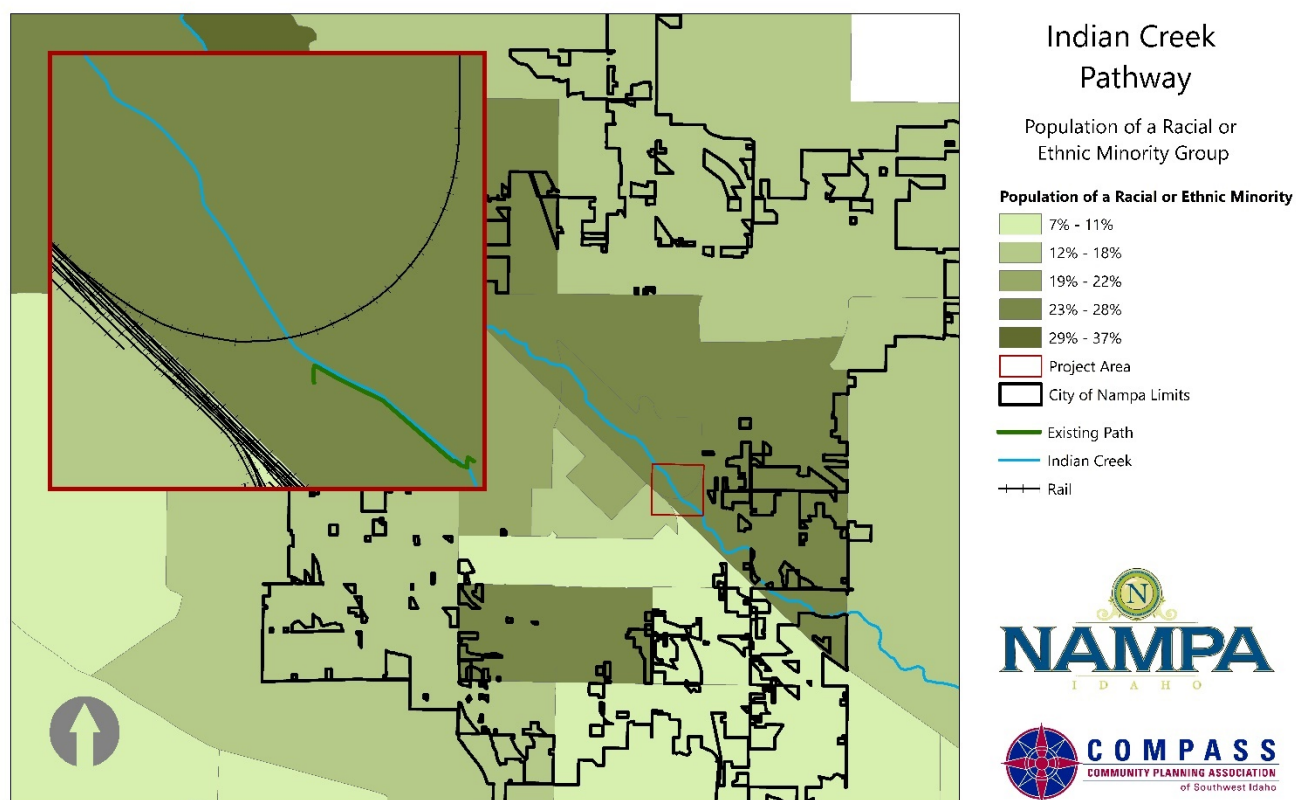


Source: U.S. Census Bureau. ACS 2018 5-Year Estimates. Table S0101

Population of a Racial or Ethnic Minority Group

For the purpose of this analysis, people of a racial or ethnic minority group include anyone who self-identified as Black/African-American, Indigenous/Native American or Native Alaskan, Asian, Pacific or Hawaiian Islander, Multi-Racial, or of another race (such as Indian or Middle Eastern). In order to understand the diversity of the community in Nampa, these groups of people are aggregated and displayed in Figure 4.

Figure 4 Population of a Racial or Ethnic Minority Group

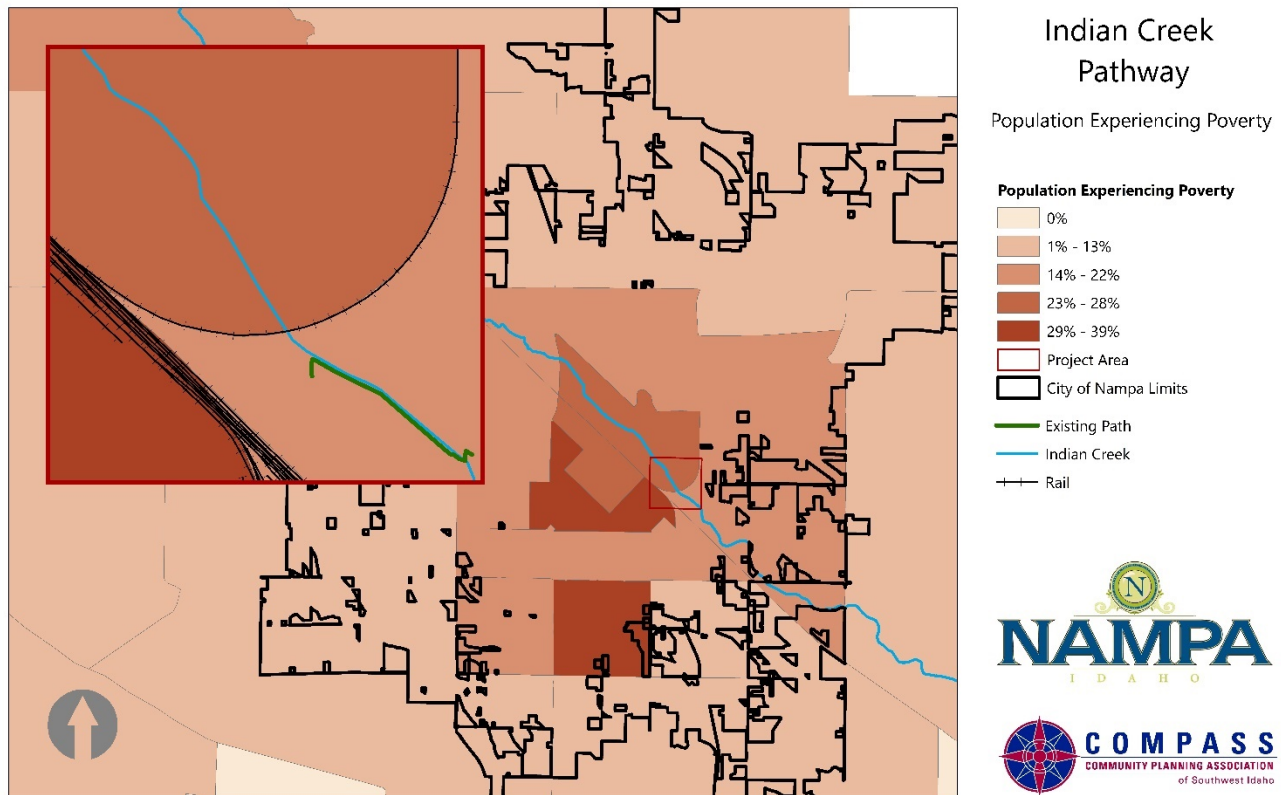


Source: U.S. Census Bureau. ACS 2018 5-Year Estimates. Table B02001

Population Experiencing Poverty

The federal poverty level for an individual in 2018 was an annual income of \$12,140 or less (Reference 7). The percentage of individuals for whom poverty status was determined in the past 12 months (in 2018) are depicted in Figure 5. In the three tracts immediately surrounding the pathway, the population experiencing poverty ranges between 14 to 39%. Lower-cost forms of transportation, such as walking and biking, can serve as critical infrastructure for people experiencing poverty, as transportation costs on average account for 30% of an American's annual expenses (Reference 6).

Figure 5 Population Experiencing Poverty

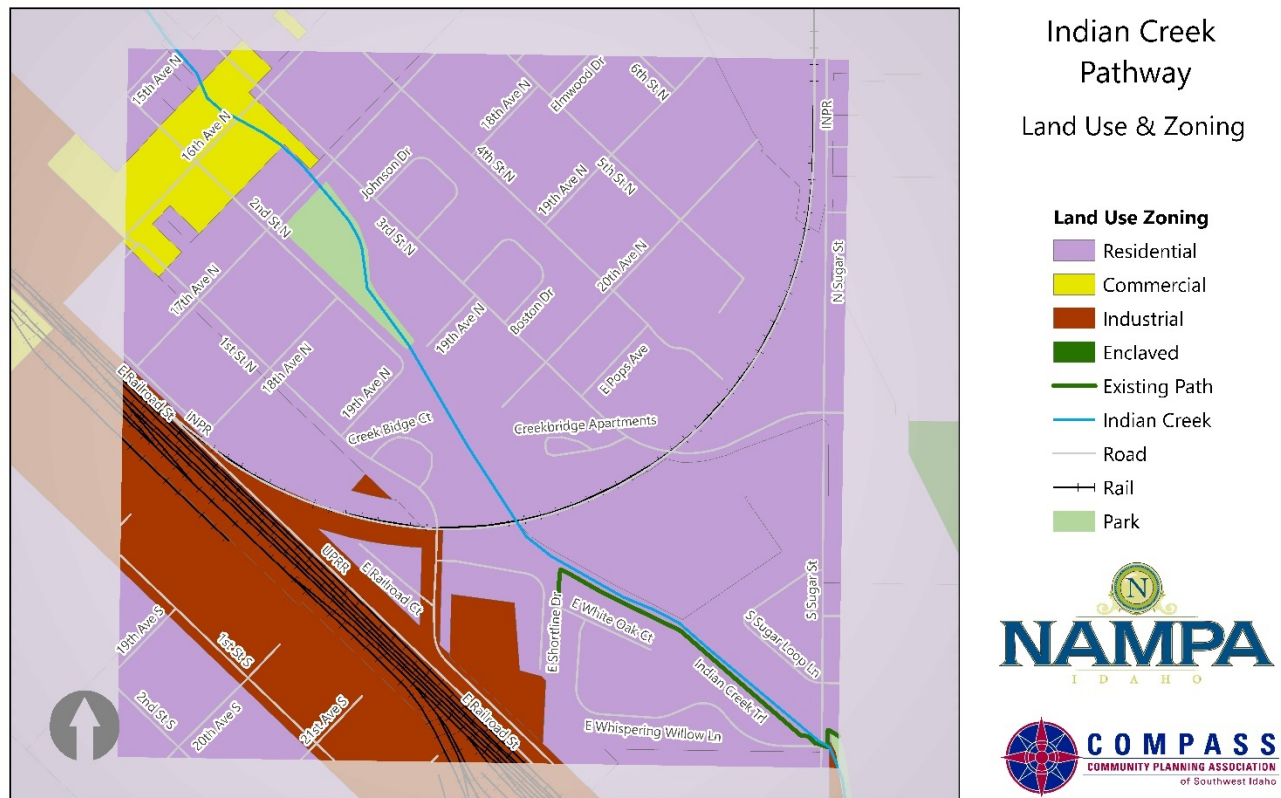


Source: U.S. Census Bureau. ACS 2018 5-Year Estimates. Table S1701

LAND USE AND JURISDICTIONAL BOUNDARIES

Currently, the parcels immediately adjacent to Indian Creek are primarily zoned for residential and commercial use, with open space zoning in the Indian Creek Park. Land use gradually transitions from residential to commercial from the current Indian Creek Trail terminus near East Shortline Drive progressing north towards 16th Avenue N. Existing land use is displayed in Figure 6, which indicates that the pathway would serve to connect residential neighborhoods with commercial and industrial activity as it extends north.

Figure 6 Land Use



The City of Nampa's Department of Parks & Recreation manages Indian Creek Park, which is a 2-acre neighborhood park established over time and adopted by the City in 1923, displayed in Figure 6. Indian Creek traverses along the eastern border of the park, which is also home to a basketball court, a baseball field, a play structure, and open space for outdoor recreation. The stream itself is owned by the City of Nampa, and managed by the U.S. Army Corps of Engineers, as part of the lower Boise River watershed.

Within the City of Nampa, roadways and bridges are owned, operated, and maintained by the City of Nampa's Department of Public Works, under the jurisdiction of the Streets Division. Their responsibilities also include pedestrian signals and ramps, as well as paved pathways. Upon the completion of the project, the Streets Division will be responsible for the pathway's upkeep and success.

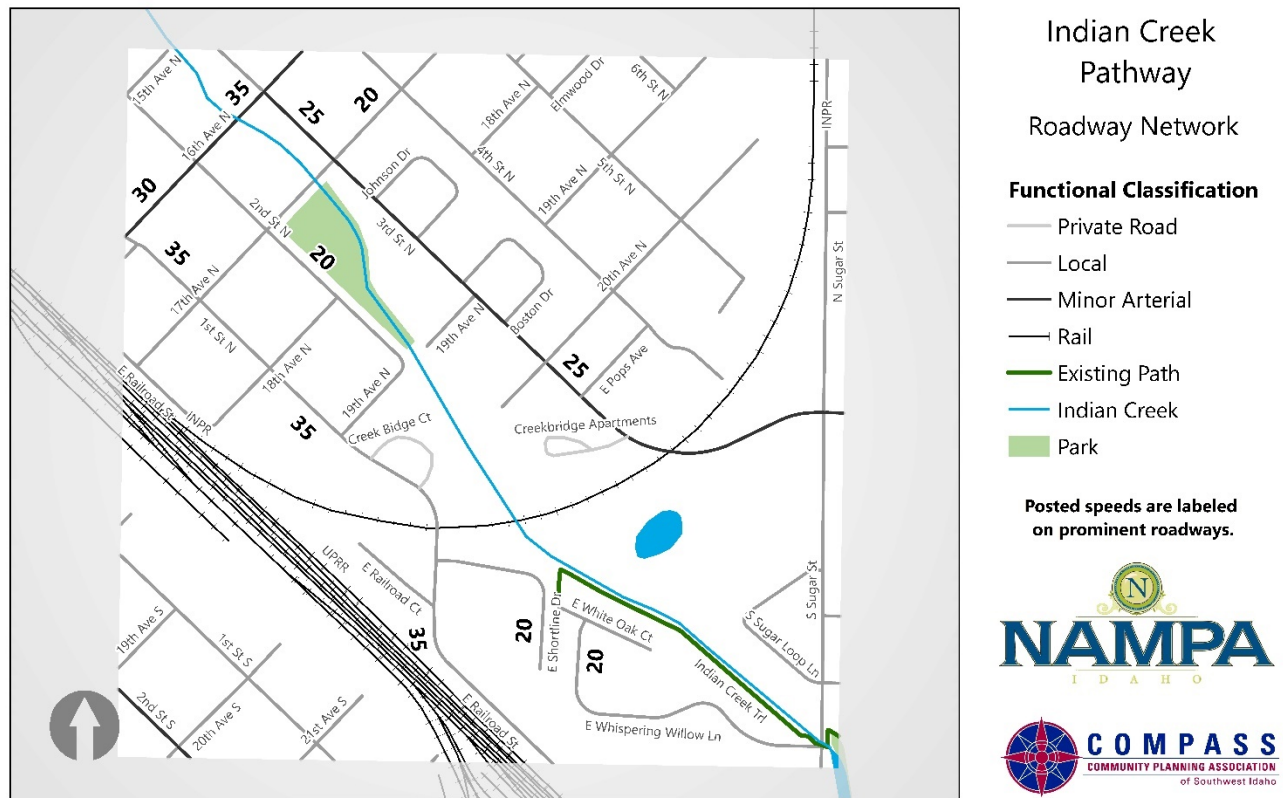
Union Pacific Railroad owns the rail lines that bisect the project area, as shown in Figure 6. These rail lines are administered by the Boise Valley Railroad Company.

TRANSPORTATION NETWORK

Existing Bicycle & Pedestrian Facilities

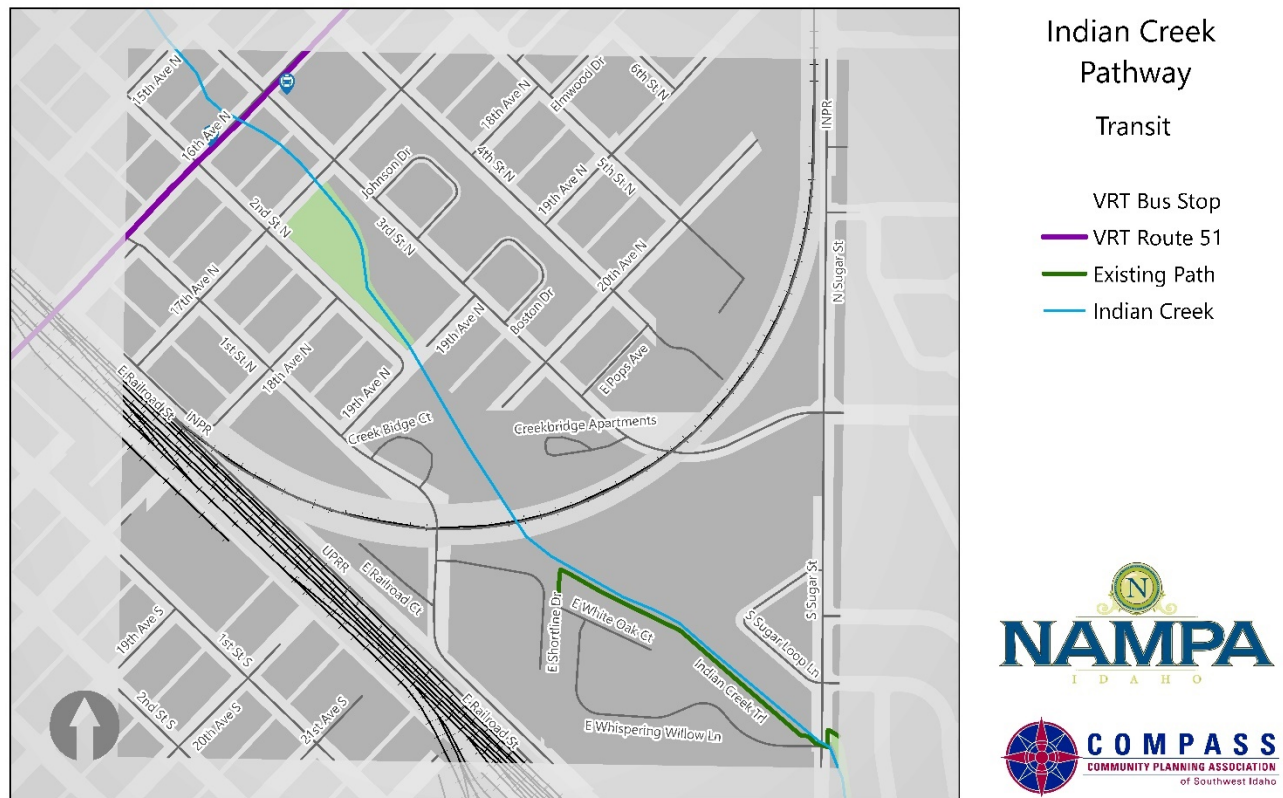
Existing bicycle and pedestrian facilities are displayed in Figure 7. Most roads have a pedestrian facility on at least one side with the exception of East Railroad Street, 1st Street N, 2nd Street N, and 17th Avenue N. Currently there are no bicycle facilities, although 16th Avenue N is painted with shared-use arrows in the right lanes west of the project area. This lack of facilities does not necessarily exclude bicycle activities, as some people biking may feel

Figure 8 Roadway Network



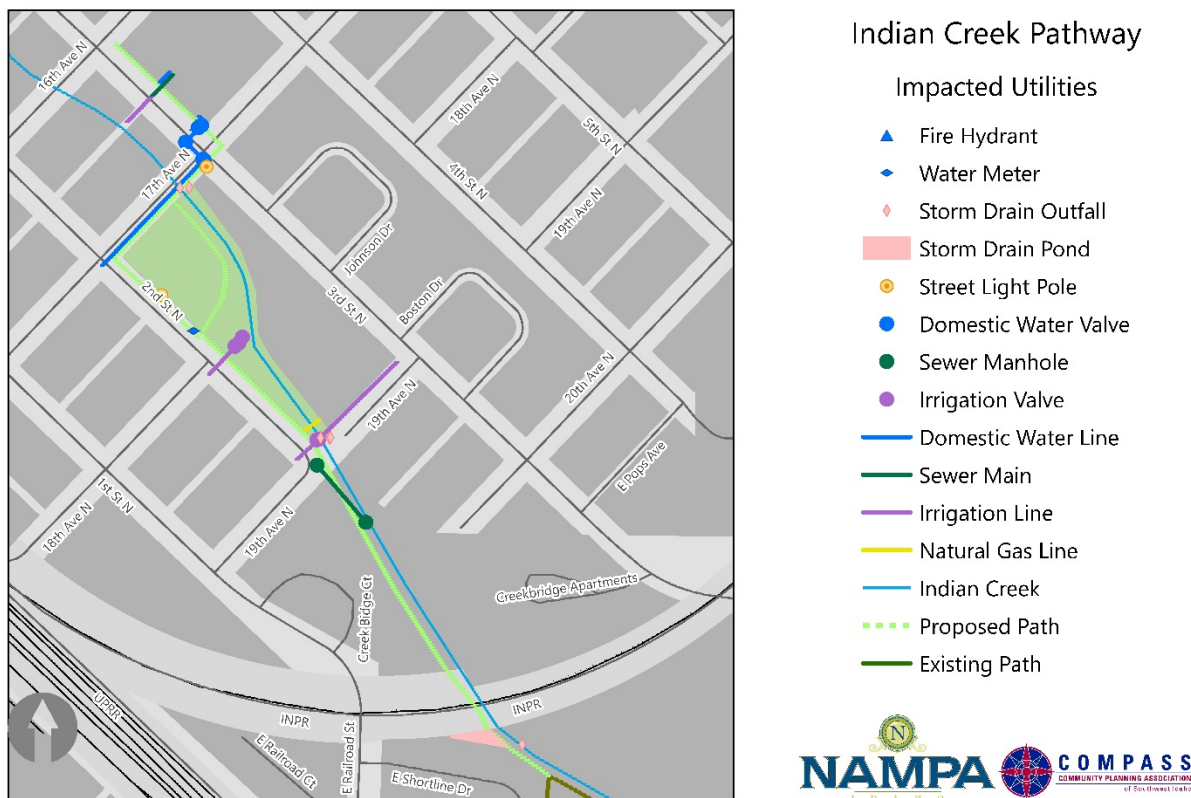
Transit

Valley Regional Transit (VRT) provides fixed-route bus, commuter, and para-transit services throughout Ada and Canyon Counties. Currently, five routes service the City of Nampa; Route 40, Route 45, Route 51, Route 52, and Route 55, which provide connections from downtown Nampa to Boise, Meridian, Caldwell, and the College of Western Idaho, which also houses a park and ride facility. The project area is directly served by Route 51, which has stops at 16th Avenue N and 2nd Street N, as well as 16th Avenue S & 2nd Street S (Reference 9). These routes and stops are displayed in Figure 9. The pathway extension will improve access between the neighborhoods to the southwest with existing transit service in downtown Nampa destinations, in addition to further connections throughout the Treasure Valley.

Figure 9 Transit

UTILITIES AND IRRIGATION

Existing utilities, such as water, sewage, storm drainage, natural gas, and electrical utilities, as well as irrigation facilities, are present throughout the project area. Utilities along the creek are shown in Figure 10 (Reference 10). As noted in the North Nampa Indian Creek Trail Master Plan, "In many locations along the length of the project, utilities cross Indian Creek. Utility crossings are unsightly and also impose greater risk of safety issues especially during a flooding event. These crossings need to be evaluated and buried, relocated, or removed from the site where possible" (Reference 1). A utility locate will be necessary during future phases to identify conflicts and mitigation measures.

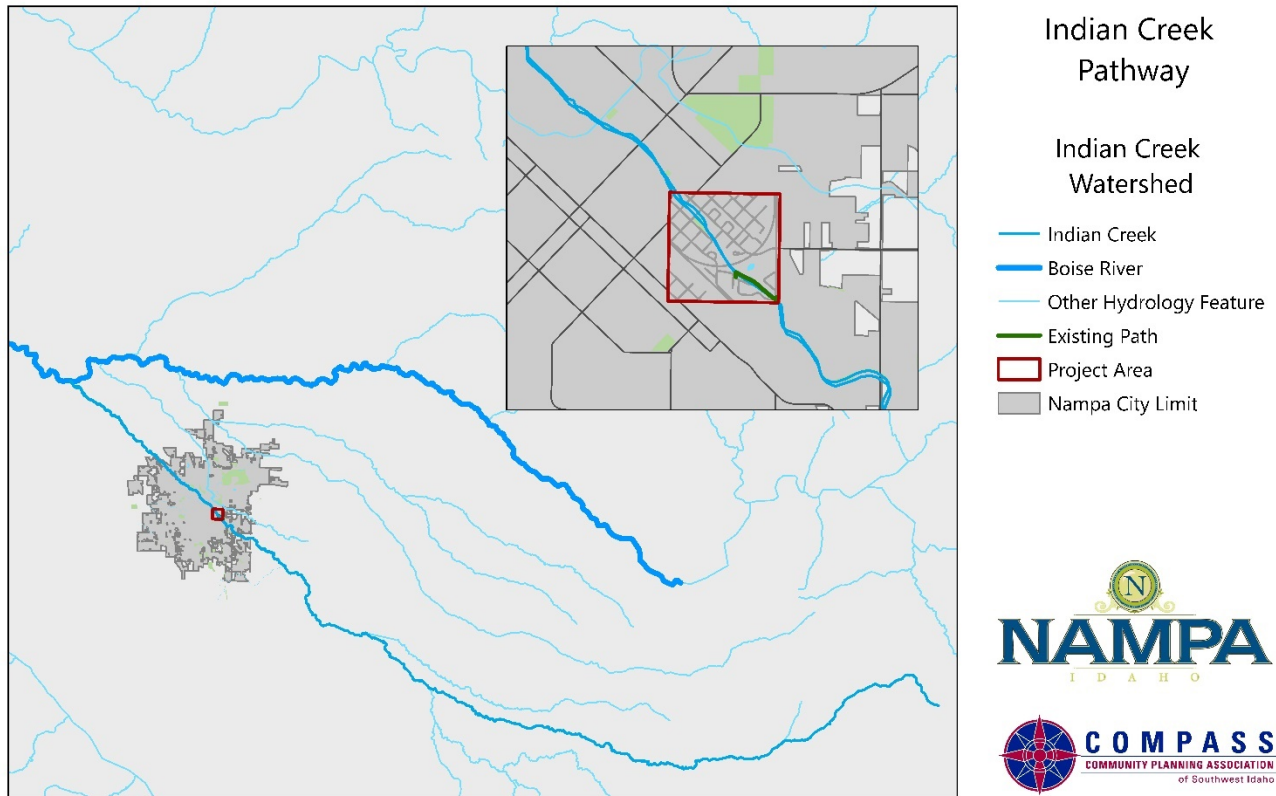
Figure 10 Impacted Utilities

ENVIRONMENTAL SCAN

This section will detail the environmental context. This scan is based on a literature review and publicly accessible information. Additionally, a site visit was conducted on March 4th, 2020.

Indian Creek

Indian Creek is designated as a “water of the U.S.” and flows from its source in Elmore County through Nampa, Kuna, and Caldwell, before its confluence with the Boise River. As a part of the lower Boise River watershed, Indian Creek drains approximately 320 square miles over the course of its 56-mile length (Reference 1). The Indian Creek Watershed is displayed in Figure 11.

Figure 11 Indian Creek Watershed

The Environmental Protection Agency (EPA) EnviroMapper data set for Clean Water Act Section 303 (d) of Impaired Waters indicates that Indian Creek has two impaired sections: the first section is located between the New York Canal and Sugar Avenue (located south and east of the project area) and the second section is located between Sugar Avenue and the Boise River confluence area (partially encompassing the northwest region of the project area) (Reference 11). The impaired section between Sugar Avenue and the Boise River has been listed as impaired since 1996, and the most recent Waterbody Report contains data from 2014. Indian Creek has been impaired for the following designated uses: Cold Water Aquatic Life & Secondary Contact Recreation for the following impairments: Escherichia Coli (E. Coli)/Fecal Coliform; Sedimentation/Siltation; Temperature; Nutrients; Oil & Grease; Low Dissolved Oxygen. The impaired section between the New York Canal and Sugar Avenue has been listed as impaired since 2012, and the most recent Waterbody Report contains data from 2014. It is impaired for the following designated uses: Cold Water Aquatic Life & Salmonid Spawning for the following impairment: Temperature. However, this section of Indian Creek has been deemed 'Good' for Secondary Contact Recreation. Total Daily Maximum Loads (TDMLs) have not been developed for these two 303 (d) sites, but the section of Indian Creek between Sugar Avenue and the Boise River have been evaluated by the Lower Boise River TDMLs for sedimentation and E. Coli/Fecal Coliform.

The Idaho Stream Channel Protection Act (SCPA) requires that the stream channels of the state and their environment be protected against alteration for the protection of fish and wildlife habitat, aquatic life, recreation, aesthetic beauty, and water quality. To these ends, the Idaho Department of Water Resources (IDWR) reviews any work being done within the beds and banks of a continuously flowing stream, such as Indian Creek (Reference 12). The SCPA applies to any type of alteration work, such as any activity that will obstruct, diminish, destroy, alter, modify, relocate, or change the natural existing shape or direction of water flow of any stream channel – this includes taking material out of the channel or placing material or structures in or across the channel where the potential exists to affect flow in the channel.

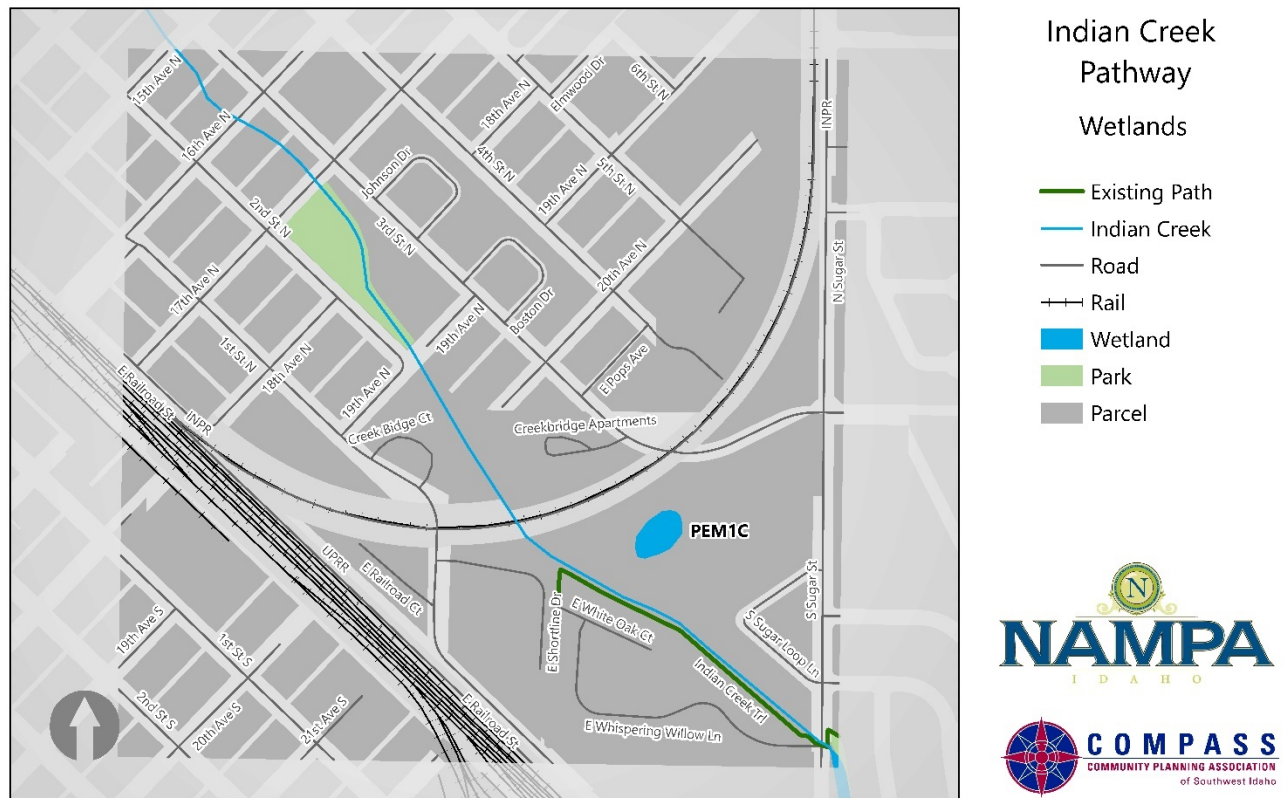
Section 404 of the Clean Water Act establishes a program to regulate the discharge of dredged or fill material into waters of the United States and a permit is required before dredged or fill material may be discharged into waters of the United States (Reference 13). Discharges or fills to Indian Creek is subject to the regulations enforced under Section 404, which is administered by the U.S. Army Corps of Engineers (Reference 1).

As the pathway extension could potentially alter the stream channel of Indian Creek underneath the Union Pacific Railroad crossing near Shortline Drive, the final design and construction of the pathway must include a joint-agency stream alteration permit with the IDWR. Copies of the application must be submitted to the IDWR, the Idaho Department of Lands, and the U.S. Army Corps of Engineers. The application must contain project plans with water surface elevations, stream boundaries, and ordinary high-water marks. The application review process typically spans 60 days, and while neither public hearings nor public notices are required, in some circumstances these opportunities for public input can ensure full coordination and visibility. Construction work cannot commence without this permit approval.

Wetlands

The U.S. Fish and Wildlife Service (USFWS) maintains the National Wetlands Inventory database. One 0.46-acre freshwater emergent wetland has been mapped near Indian Creek and is displayed in Figure 12. . This wetland is classified as PEM1C, which describes the system (Palustrine), meaning a nontidal wetland dominated by trees, shrubs, mosses, or lichens; the class (Emergent), which is characterized by erect, rooted, herbaceous hydrophytes; the subclass (Persistent) which describes a species that normally remains standing at least until the beginning of the next growing season; and the water regime (Seasonally Flooded) which describes the length of time that surface water is present throughout the year (Reference 14). This wetland would most likely not be impacted by the pathway; however, a wetland delineation is recommended to verify the absence or presence of wetlands with the pathway footprint as wetlands are regulated by the Army Corps of Engineers through the Section 404 Clean Water Act.

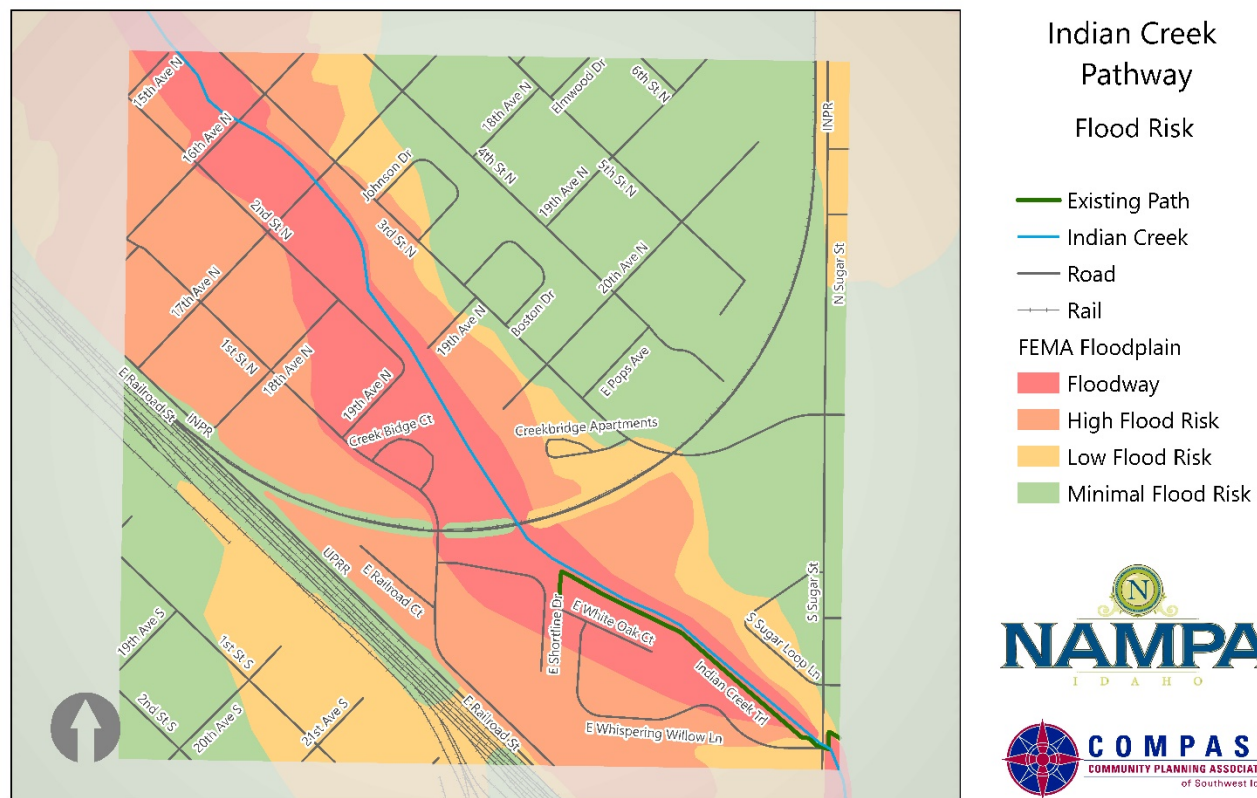
Figure 12 Wetlands



Floodplain

This section describes the elevation variation, as well as the Federal Emergency Management Agency's (FEMA) Flood Risk Assessment (Reference 15). A 100-Year FEMA Floodplain is located along Indian Creek, as illustrated in Figure 13. The pathway is within the floodway and depending on the final alignment mitigation may be necessary to stabilize stream banks to protect the facility. In the trail master plan, the U.S. Army Corps of Engineers also identified private properties without flood insurance as opportunities for the City to acquire ROW for the pathway, while preventing possible damages to homes and businesses from flooding (Reference 1). For the protection of roads, railroads, and other transportation facilities (such as shared-use paths), FEMA recommends hardening embankment slopes to prevent embankment erosion, in addition to providing "bio-engineered embankment slope protection by covering the slope with deep rooting vegetation to and in contact with a live stream, strategically anchor large woody debris (i.e. root wads) that will hold the soil in place and protect it from erosion" (Reference 16). Another option for preventing erosion is constructing a wall, which would "protect the slope from erosion and consequent sloughing and slumping." Wall materials could include rock, gabions, sheet pile, or concrete. The U.S. Army Corps of Engineers recommends the planting of native species along the stream, such as cottonwood, dogwood, and willow trees, to both secure the stream banks and create a 'greenbelt aesthetic' throughout the linear park envisioned.

Figure 13 Floodplain



Soils

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) maintains a soils database and information produced by the National Cooperative Soil Survey called the Web Soil Survey. Through this inventory, data regarding the soil composition and suitability for recreational use were analyzed. The project area is almost entirely composed of various forms of loam, and according to the Suitability Index developed by the NRCS, it is "Somewhat limited" for the intended purpose, mostly due to "Dusty"-ness. This rating is based on the soil properties that affect trafficability and erodibility, such as stoniness, depth to a water table, ponding, flooding, slope, and surface texture. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performances and moderate maintenance can be expected (Reference 17).

Biological Resources

The USFWS has identified the species listed in Table 3 as federally protected, proposed for protection, and candidate species of plants and wildlife in Canyon County (Reference 18).

Table 3 Federally Protected Species

Species (Scientific Name)	Status
Slickspot peppergrass (<i>Lepidium papilliferum</i>)	Threatened
Gray wolf (<i>Canis lupus</i>)	Recovery

As a plant found almost exclusively in the slick spots of southwestern Idaho, it is not likely to be found in the project area.

Section 4(f) Properties

The pathway alignment through Indian Creek Park may require a Section 4(f) evaluation. A Section 4(f) property is any significant publicly- owned park or recreation area, or any public or private site eligible for or listed on the National Register of Historic Places. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S. DOT and the land is permanently incorporated into a transportation facility. This occurs when land from a Section 4(f) property is either purchased outright as transportation right-of-way or when the applicant for Federal-aid funds has acquired a property interest that allows permanent access onto the property such as a permanent easement for maintenance or other transportation-related purpose (Reference 19). When FHWA determines that a project as proposed may use Section 4(f) property, there are three methods available for FHWA to approve the use:

- » Preparing a de minimis impact determination;
- » Applying a programmatic Section 4(f) evaluation; or
- » Preparing an individual Section 4(f) evaluation.

Cultural Resources

Review of the National Register of Historic Places in Idaho from the State Historic Preservation Office (SHPO) indicated there are no listed historic places in the project area (Reference 20). There were no field reviews or eligibility determinations completed as part of this project. If federal funds are used for this project, the National Historic Preservation Act, Section 106 may require further documentation (Reference 21).

Environmental Justice & Neighborhoods

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d-1) states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In combination with subsequent federal nondiscrimination statutes, agencies receiving federal financial aid are prohibited from discriminating based on race, color, national origin, age, economic status, disability, or sex (gender). Other relevant federal statutes include the Federal-Aid Highway Act, the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act of 1990 (ADA), Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency.¹ The project area has a higher percentage of people of a racial or ethnic minority, of people experiencing poverty, and of households with limited English-speaking abilities compared to Greater Nampa as a whole. Providing safe and accessible active transportation infrastructure is important in the pursuit of racial equity and environmental justice.

¹Title VI populations include individuals who identify as minorities (both racial and ethnic), low-income, disabled, elderly (65+), youth/children (under 18), veterans, and LEP (primary language is not English) (FTA. 2015. Title VI of the Civil Rights Act of 1964, available at <http://www.fta.dot.gov/civilrights/12328.html>).

Known/Suspected Hazardous Materials

The EPA EnviroMapper web app was accessed online and used to identify known hazardous materials (both short and long duration). No facilities within the project area currently report to the EPA in the areas of hazardous materials, air quality, or waste (Reference 11).

The Idaho Department of Environmental Quality (IDEQ) maintains an Underground Storage Tank Database. This online inventory contains both active and closed Underground Storage Tanks (USTs) and Leaking Underground Storage Tanks (LUSTs) sites. A review of IDEQ's databased revealed no USTs or LUSTs within the project area (Reference 22).

PATHWAY ALIGNMENT ALTERNATIVES

As previously stated, the goal of the North Nampa Indian Creek Trail Master Plan, as well as the Nampa Bike & Pedestrian Master Plan, is a multi-use pathway along the creek to the extent practical. Key challenges to the pathway alignment include:

- » The Union Pacific Railroad bridges present significant constraints to the path alignment due to bridge heights and narrow widths across the creek and parallel roadways.
 - ❖ The grade-separated railroad crossing that exists at 1st Street N does not allow for all modes to be safely accommodated at its current width.
 - ❖ Correspondence with railroad representatives indicate the bridge structures are nearing the end of their life cycle; however, at this time there are no plans to replace them. Because of railroad safety and trespass issues, additional information and coordination is needed regarding the potential for a pathway easement under existing bridges or parallel to the railroad alignment.
- » Private property encumbers both sides of the creek, with many structures adjacent to the creek on the east side.
- » Previous stream channelization has increased the rate of flow at crucial pinch points, notably the East Shortline Drive Railroad Crossing, the Creekbridge Apartment complex pedestrian bridge, and the 19th Avenue N pedestrian bridge.
 - ❖ Flooding is more likely to occur at these water flow pinch points due to channelization, which further emphasizes the need for stream and bank restoration, as well as the reconstruction of these structures to prevent flooding damage to surrounding properties

Towards this end, this project analyzed two proposed alignment alternatives, described below. For alignment planning purposes, a 20-foot wide corridor with a 10-foot wide multi-use pathway was used.

- » Alternative 1: East Shortline Drive Railroad Undercrossing
 - ❖ Greenbelt path and cantilever bridge undercrossing of railroad structure
 - ❖ Greenbelt path through Creekbridge Apartment complex
 - ❖ Greenbelt path through Indian Creek Park to play structure
 - 1A: Greenbelt path realignment with creek through the park until 17th Avenue, or
 - 1B: Multi-Use Sidewalk along 2nd Street N and 17th Avenue N
 - ❖ Multi-Use sidewalk from the northeast corner of Indian Creek Park, along 17th Avenue N with enhanced crossing at 3rd Street N
 - ❖ Multi-Use sidewalk along 3rd Street N to 16th Avenue N
- » Alternative 2: East Railroad Street/1st Street N Railroad Undercrossing
 - ❖ On-street bicycle facility and sidewalk along East Shortline Drive to East Railroad Street
 - ❖ Replace/widen railroad bridge to accommodate vehicular travel lanes and pedestrian and bicycle facilities at 1st Street N
 - ❖ Realignment of on-street facility with creek along the property line of Union Pacific and Creekbridge Apartments, returning to greenbelt pathway
 - ❖ Greenbelt path through Indian Creek Park to play structure
 - 1A: Greenbelt path realignment with creek through the park until 17th Avenue, or
 - 1B: Multi-Use sidewalk along 2nd Street N and 17th Avenue N
 - ❖ Multi-Use sidewalk from the northeast corner of Indian Creek Park, along 17th Avenue N with enhanced crossing at 3rd Street N
 - ❖ Multi-Use sidewalk along 3rd Street N to 16th Avenue N

EXISTING STRUCTURES

Existing structures along creek alignment provide both challenges and opportunities for pathway construction.

Creekbridge Apartment Complex Pedestrian Bridge

Connecting both sides of the private Creekbridge Apartment complex across the Indian Creek is an existing pedestrian bridge. This bridge, complete with sidewalk facilities and pedestrian-scale lighting, is displayed in Figure 14. The pathway extension project would replace the pedestrian bridge with a structure wide enough to support both increased walking and biking activity. This new bridge would tie into the existing sidewalk facilities, and the pedestrian-scale lighting would be retained. Bridge replacement will require coordination with the property owner.

Figure 14 Existing Creekbridge Apartment Complex Bridge



19TH Avenue N Pedestrian Bridge

At 19th Avenue N, the project would also replace the existing pedestrian bridge and connect to the roadway with ADA-accessible ramps to accommodate increased activity. Pedestrian-scale lighting would increase nighttime visibility at the stream crossing. The existing pedestrian bridge at 19th Avenue N is displayed in Figure 15.

Figure 15 Existing 19th Avenue N Pedestrian Bridge



Indian Creek Park Play Structure & Irrigation Pump Station

From the southern entrance of the park, the path will progress northward. There are two obstacles, a play structure, and an irrigation pump station, that prevent the option of continuing the pathway along the creek alignment as they are within approximately 10' of the stream bank. For this reason, as discussed in subsequent sections, the pathway must align along the park's 2nd Street western border as it progresses north of the existing structures. These structures as displayed in Figure 16.

Figure 16 Indian Creek Park Existing Structures



Commercial & Residential Properties between 17th Avenue N and 16th Avenue N

Northeast of Indian Creek Park, residential and commercial structures abut both sides of the stream banks, making it cost-prohibitive for the pathway to align with the stream. For this reason, a roadway route has been selected between 17th Avenue N and 16th Avenue N, with the goal of reaching the signalized intersection at 16th Avenue N and 3rd Street. Two options, in the form of an urban multi-use sidewalk, were considered, either aligning with 2nd Street or 3rd Street. Due to 2nd Street intersecting 16th Avenue N, a four-lane arterial corridor with no dedicated bicycle facilities (they terminate at 2nd Street) and the necessity of allocating a full vehicular travel lane to accommodate the pathway on the southside of the roadway, it was determined that this route would likely serve users of all ages and abilities. Additionally, 17th Avenue N offers a wide (30' +) roadway traversing the stream channel. This wide and low volume roadway, coupled with an enhanced crossing at 17th Avenue N & 3rd Street, is recommended route. It provides sufficient space to construct a multi-use pathway to separate pedestrians and cyclists from the roadway and better serves people of all ages and abilities. As such, both Alternative #1 and Alternative #2 utilize the 17th Avenue N and 3rd Street N alignment.

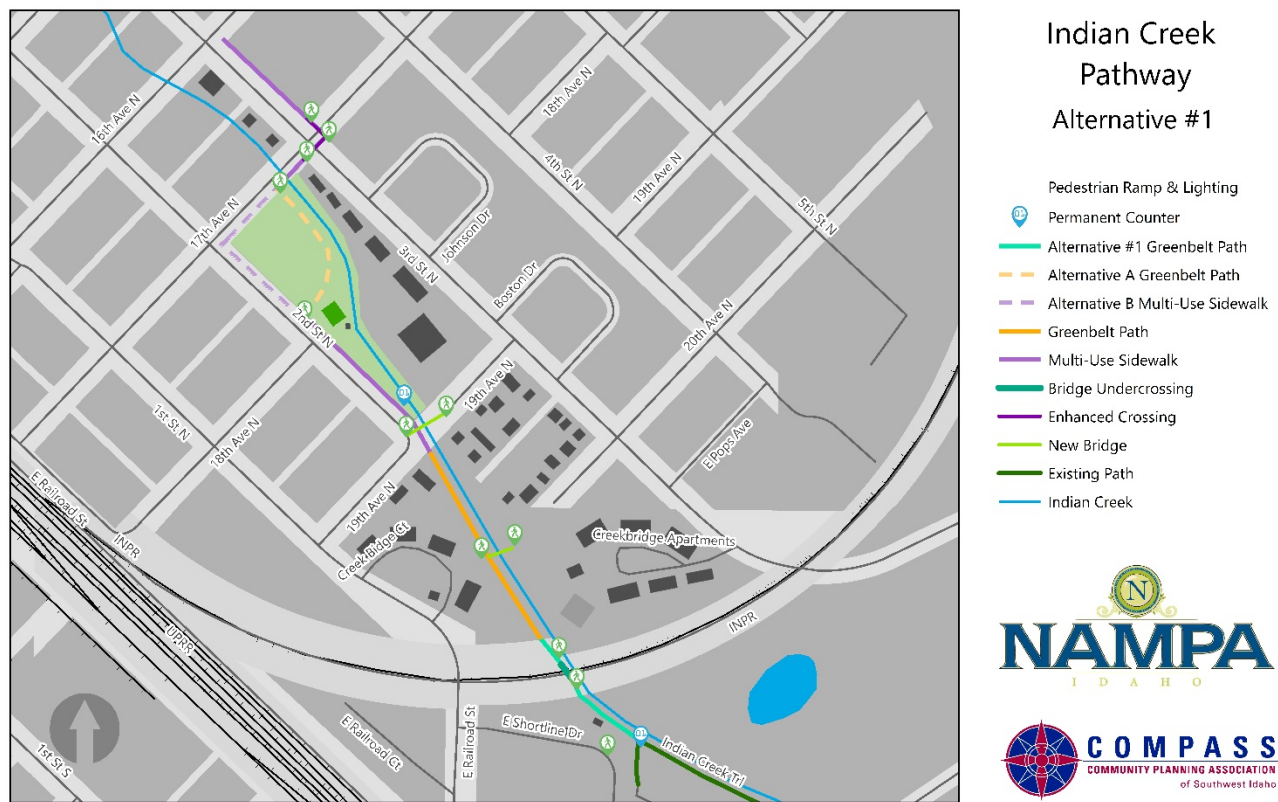
ALTERNATIVE #1

Description

From the existing terminus of the trail south of East Shortline Drive, the alignment extends north along the western side of the stream, passing underneath the existing grade-separated railroad crossing through a proposed combination cantilever bridge and retaining wall structure. The intent of this crossing is to maintain the natural channelization of the stream while providing a safe and comfortable facility to all users. This crossing requires further evaluation and coordination Union Pacific and environmental regulatory agencies and may require the reconstruction and widening of the railroad structure. Following the railroad undercrossing the pathway will continue its greenbelt aesthetic along the western bank of the stream, traversing the Creekbridge Apartment

complex. The existing bridge connecting the privately-owned Creekbridge parcels will be replaced, as will the existing bridge at 19th Avenue N. Upon approaching Indian Creek Park, the greenbelt path will continue along 2nd Street from 19th Avenue N to the vicinity of the play structure, where it would then redirect towards the creek. Routing along 2nd Street may result in the reallocation of on-street parking to the pathway area. Upon reaching 17th Avenue N, the greenbelt will transform into a 10' wide multi-use sidewalk with 6" standard curb and gutter. The multi-use sidewalk will continue along the south side of 17th Avenue N, with an enhanced crossing of 3rd Street, using a Rectangular Rapid Flashing Beacon (RRFB). The multi-use urban sidewalk will then continue along the east side of 3rd Street as it approaches and terminates at the intersection of 16th Avenue N & 3rd Street. Alternative #1 is depicted in Figure 17.

Figure 17 Alternative #1



3rd Street Enhanced Crossing

An enhanced crossing will be provided at the intersection of 17th Avenue N and 3rd Street, along both the southern and eastern approaches. The provision of RRFBs will alert people driving cars to the presence of people walking or biking and necessitate the yielding of right-of-way to non-motorized users. Additionally, ADA-accessible pedestrian ramps will be installed at this intersection, at 18th Avenue N, at the 19th Avenue N bridge approaches, and at East Shortline Drive. These locations will also include pedestrian scale lighting.

Walking & Biking Features

From its current terminus to Indian Creek Park, the pathway will be a 10' wide asphalt structure, complete with appropriate pavement markings, wayfinding signage, and greenbelt landscape buffer. Pedestrian scale lighting will be installed along the path, from its current terminus, through the undercrossing, and placed wherever existing

streetlighting is deemed inadequate. Mounted at or near the southern entrance to Indian Creek Park, in addition to the current terminus of the path will be automatic pedestrian and bicycle counters, as part of COMPASS's Counter Program.

Impacts to Property and Right of Way Needs

Boise Valley Railroad & Union Pacific Railroad

No as-built plans or bridge inspection reports were available for the railroad grade-separated structure north of East Shortline Drive (which is displayed in Figure 18) across Indian Creek, however, field measurements were taken and are estimated below:

- » Length: Approximately 95 feet (total structure)
- » Width: Approximately 16 feet
- » Height: Approximately 9 feet from bank

As the current structure is most likely insufficiently wide to construct a pedestrian/bicycle bridge without using the existing railroad crossing abutments, the Union Pacific bridge north of East Shortline Drive will most likely require reconstruction and widening in order to accommodate the pathway. Additional measures to ensure that no trespassing onto Union Pacific property from the pathway would also likely be required. This section of the pathway will most likely be the most difficult to construct and would require extensive coordination and easements from Union Pacific.

Figure 18 East Shortline Drive Railroad Crossing, Southbound View



Private Lands

The extension of the pathway will potentially impact approximately 8 parcels of private property, excluding the undercrossing at the Union Pacific Railroad. Table 4 delineates the necessary parcels for acquisition or easements, and Figure 26 displays the potentially impacted parcels (Reference 23).

Table 4 Parcels for ROW Acquisition – Alternative #1

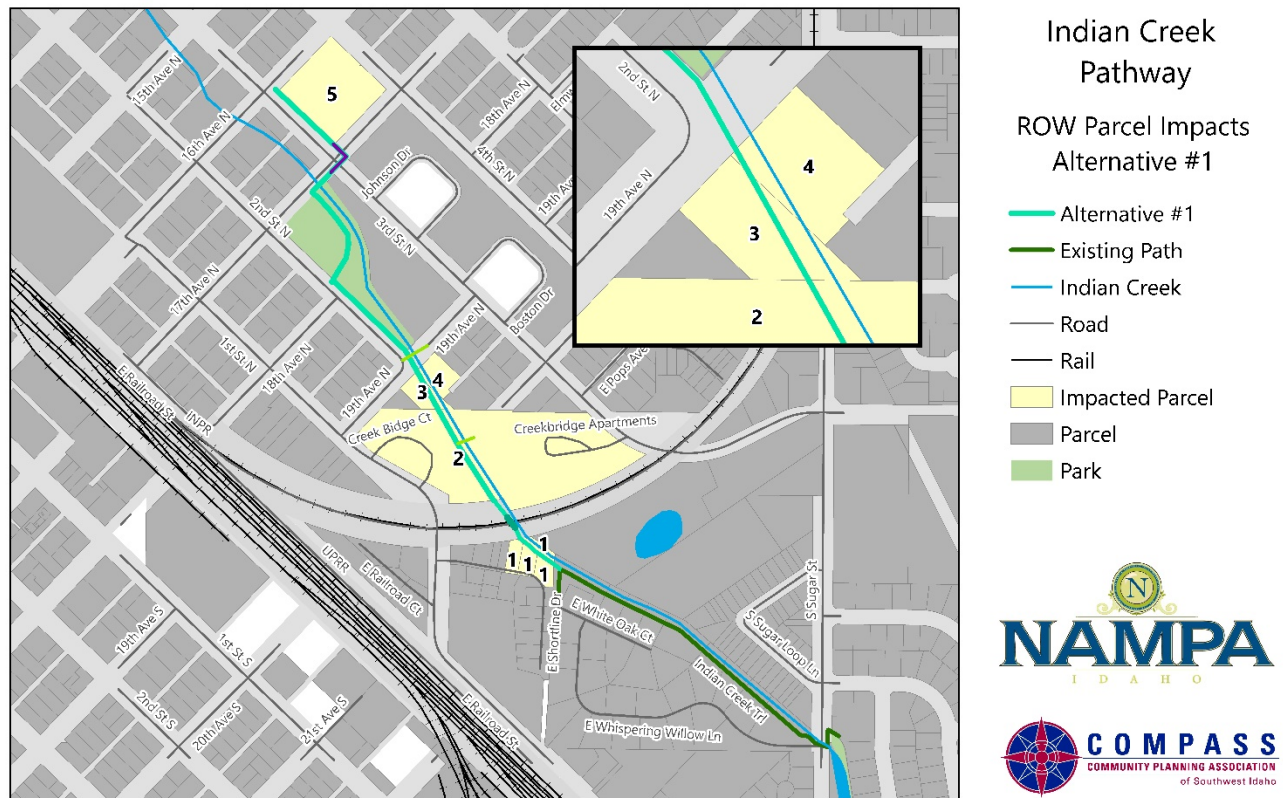
Location	Ownership	Primary Use	Estimated Area (Length & Width)	Parcels	Estimated Cost ²
1	Reynolds Brothers Construction LLC	Residential (Pending Construction)	150 ft / 30 ft	318901000 318901010 318901020 318901030	\$26,600
2	Creekbridge LLC (Apartment Complex)	Residential	360 ft / 30 ft	318920000	\$3,100
3	122 N 19 th Ave LLC	Residential/ Commercial	200 ft / 30 ft	169380100	\$2,000
4	Private	Residential	20 ft / 30 ft	168540000	\$250
5	Boise Rescue Mission, Inc	Non-Profit Office Space	280 ft / 30 ft	168350000	\$1,200

Five private landowners would potentially be impacted. Extending the pathway through the Creekbridge Apartments (Location 2) as well as the private residential property (Location 4) would likely require the removal of existing fences, and the possible relocation of auxiliary structures, such as sheds.

Public Lands

Indian Creek Park will host the greenbelt pathway, along its western border and moving northward, along the creek. Construction of the pathway may require an easement and could possibly involve the relocation of trees along the western border. Additionally, roadway right-of-way currently used for on-street parking will be reallocated along 17th Avenue N and 3rd Street N for the multi-use sidewalk.

² Costs for right of way acquisition were estimated by calculating an approximate price per square foot of each parcel using the most currently available Canyon County Assessor data. Then, the approximate area of the pathway on each parcel was multiplied by the price per square foot.

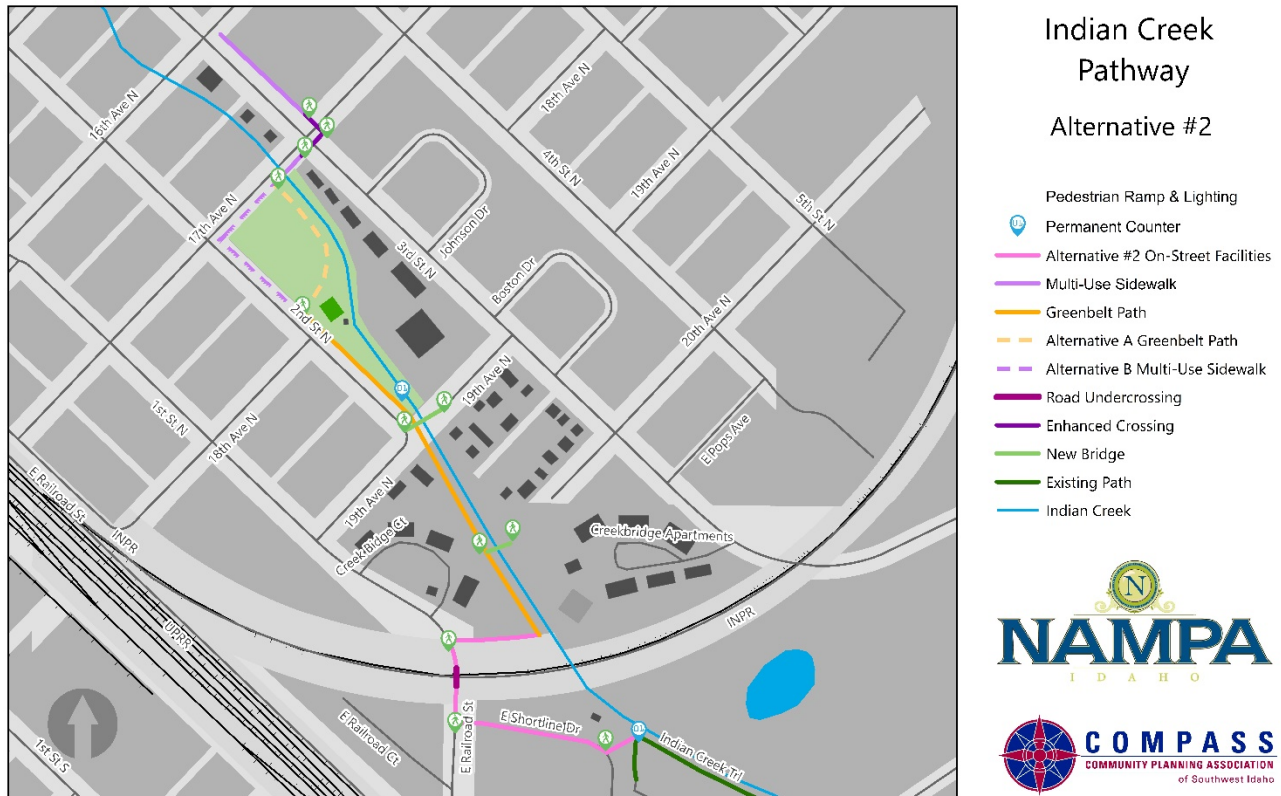
Figure 19 ROW Impacts – Alternative #1

ALTERNATIVE #2

Description

From the existing terminus of the trail south of East Shortline Drive, the alignment of the pathway would transition to an on-street facility for people biking, and sidewalks for people walking or rolling. These facilities would extend north along both sides of East Railroad Street, crossing under the Union Pacific grade-separated railroad crossing at 1st Street N. This crossing will require the reconstruction and widening of the existing railroad structure. The separated walking and biking facilities would continue for approximately 100', and then resume eastward as a greenbelt multi-use pathway for 100' between the properties of Union Pacific and Creekbridge Apartment complex. The pathway would continue traversing north through the Creekbridge Apartment complex and realign with the western bank of Indian Creek. From here, the alignment is the same as described in Alternative 1. Existing bridges will be replaced at the Creekside Apartment complex and 19th Avenue North and the path will continue along 2nd Street from 19th Avenue N and the redirect towards the creek. Upon reaching 17th Avenue N, the pathway continues along the south side of 17th Avenue N, where it will result in an enhanced crossing across 3rd Street, with a Rectangular Rapid Flashing Beacon (RRFB). The multi-use urban sidewalk will then continue along the east side of 3rd Street as it approaches and terminates at the intersection of 16th Avenue N & 3rd Street.

Figure 20 Alternative #2



Safety

ADA-accessible pedestrian ramps and pedestrian-scale lighting will be implemented at the intersection of East Shortline Drive and East Railroad Street, as well as the recommencement of the path from 1st Street N. As with Alternative 1, an RRFB would be installed at 17th Avenue and 3rd Street and ADA accessible ramps where needed.

Walking & Biking Features

The path be a standard 6' minimum concrete sidewalks with on-street bicycle facilities on East Shortline Drive, with marked crossings connecting to sidewalks on both sides of East Railroad Street and 1st Street N. On-street bicycle facilities currently exist on East Railroad Street and would be continued north of the railroad crossing, as displayed in Figure 21. All other features are the same as described in Alternative 1.

Figure 21 Existing On-Street Bicycle Facility on East Railroad Street



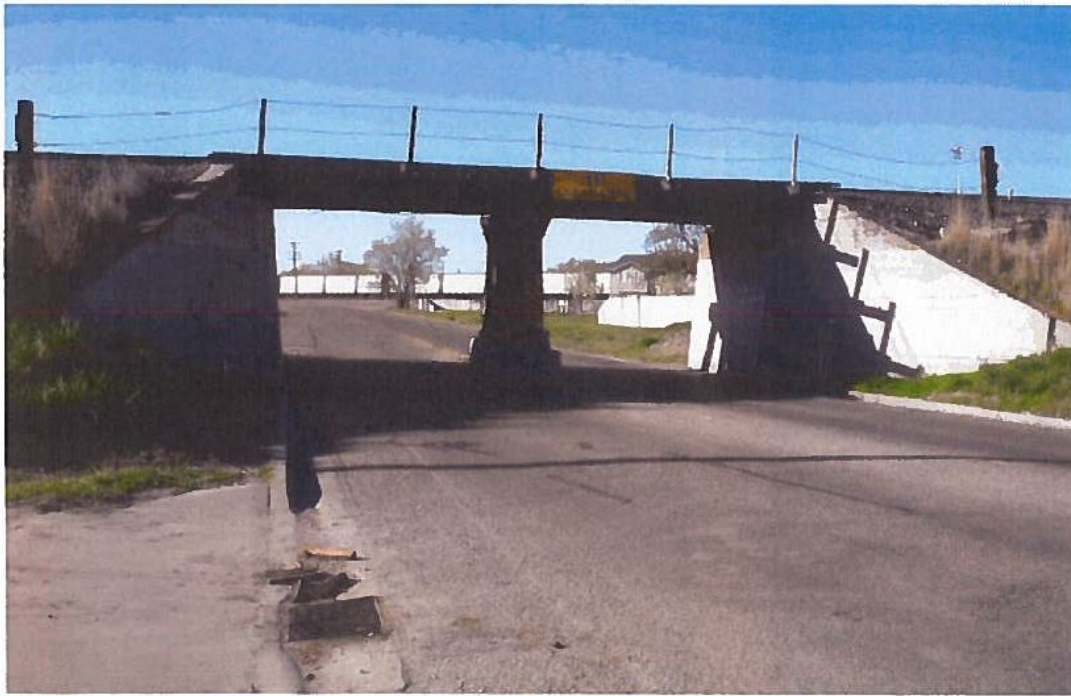
Impacts to Property and Right of Way Needs

Boise Valley Railroad & Union Pacific Railroad

According to the Bridge Inspection Report produced by the Idaho Department of Transportation in April 2016, the bridge at 1st Street N is in satisfactory condition, with minor weathering and cracks noted (Reference 24). The structure, built in 1924, is listed as having “intolerable” under clearance, both vertically and horizontally, with the note to “correct.”

- » Length: 37 feet (total structure)
- » Width: 12 feet
 - ❖ Roadway Width: Approximately 24 feet (Two 12' wide travel lanes, separated by a vertical structural bridge support)
- » Height: 11.6 feet

The existing structure is displayed in Figure 22. There are no pedestrian facilities present, but there are painted shared-use arrows on this 35-mph facility. To safely accommodate people walking and biking with on-street facilities at this crossing location, the railroad structure would require reconstruction and widening. Based on preliminary investigations, this section of the pathway cannot be constructed without replacing the railroad bridge. The narrow footprint under the bridge is insufficient to accommodate a separated accessible sidewalk and/or bike lanes. There are also sight distance challenges associated with the curve to the north.

Figure 22 1st Street Railroad Crossing, Southbound Approach**Side view looking southwest**

Private Lands

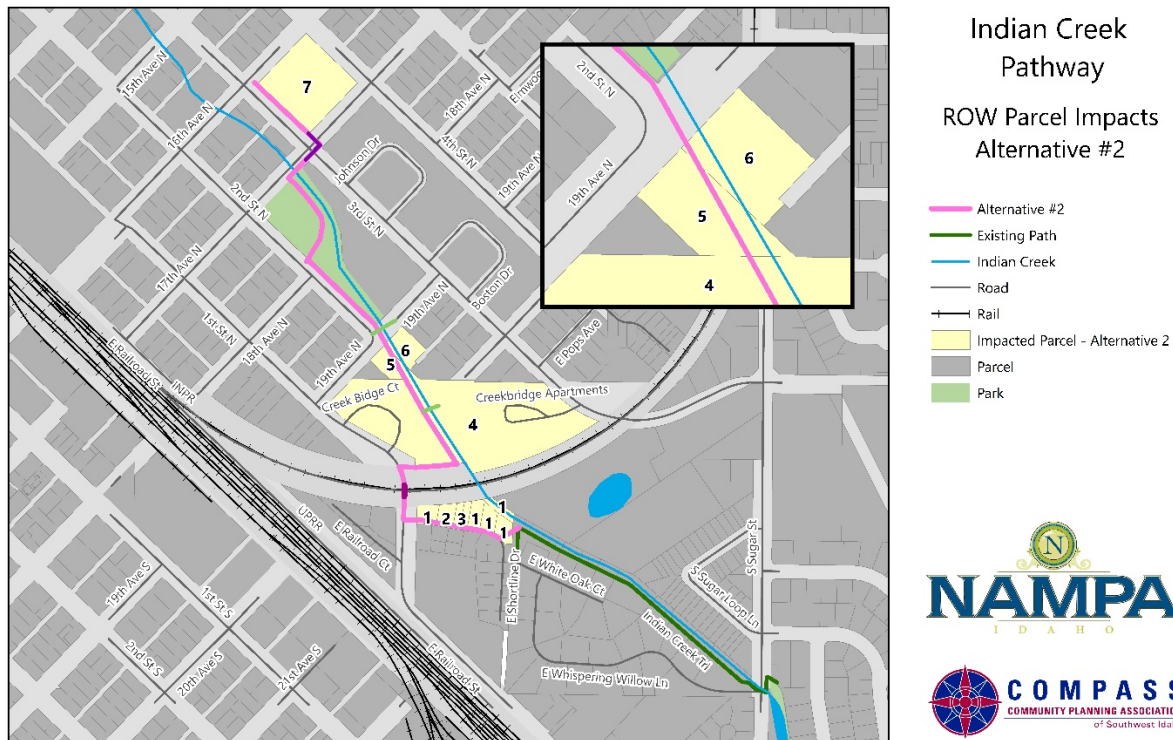
Approximately 11 parcels of private property, excluding the undercrossing at the Union Pacific Railroad, would be impacted. Table 5 delineates the necessary parcels for acquisition or easements, and Figure 23 displays the potentially impacted parcels (Reference 23).

Table 5 Parcels for ROW Acquisition – Alternative #2

Location	Ownership	Primary Use	Area (Length & Width)	Parcels	Estimated Cost ³
1	Reynolds Brothers Construction LLC	Residential (Pending Construction)	150 ft / 30 ft	318901000 318901010 318901020 318901030	\$26,600
2	Private	Commercial	70 ft / 12ft	318901050	\$1,120
3	Private	Residential	80 / 12 ft	318901040	#137,800
4	Creekbridge LLC (Apartment Complex)	Residential	360 ft / 12 ft	318920000	\$3,100
5	122 N 19 th Ave LLC	Residential/ Commercial	200 ft / 30 ft	169380100	\$2,000
6	Private	Residential	20 ft / 30 ft	168540000	\$250
7	Boise Rescue Mission, Inc	Non-Profit Office Space	280 ft / 30 ft	168350000	\$1,200

³ Costs for right of way acquisition were estimated by calculating an approximate price per square foot of each parcel using the most currently available Canyon County Assessor data. Then, the approximate area of the pathway on each parcel was multiplied by the price per square foot.

Figure 23 ROW Impacts - Alternative #2



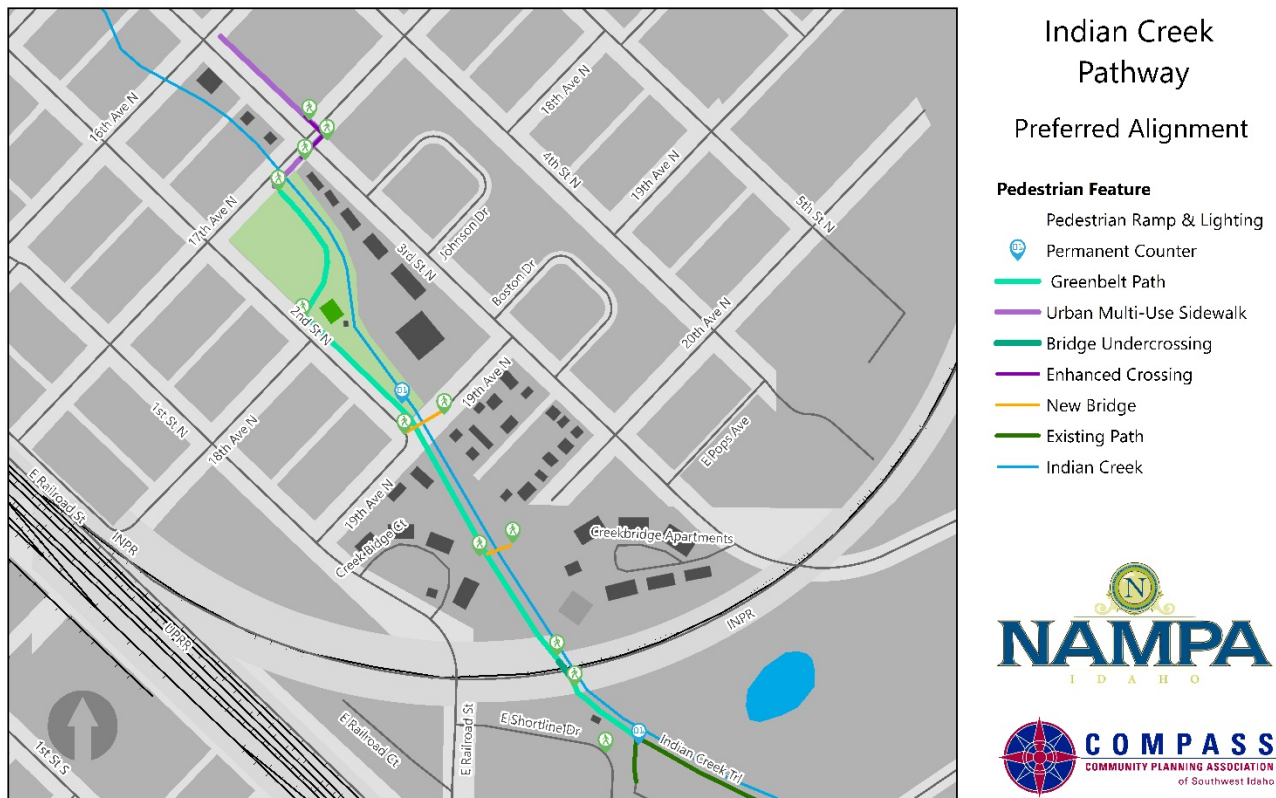
Public Lands

Impacts to public lands are the same as described with Alternative 1.

PREFERRED ALTERNATIVE

Alternative #1, displayed in Figure 24, is the preferred alternative for the following reasons:

- » It maintains the alignment along the creek, which embodies the vision of a linear park set forth in the North Nampa Indian Creek Trail Master Plan and creates a greenbelt aesthetic for the facility
- » It provides a consistently separated facility for people walking and biking, which improves the safety of the users by minimizing exposure to vehicular traffic, as well as conflict points with people driving
- » It may be feasible to construct under the existing railroad bridge, however, additional information is needed to verify there is enough vertical and horizontal clearance and that Union Pacific will grant easements. Ideally, a new railroad bridge would be constructed to facilitate the pathway development.
- » It impacts fewer privately owned parcels, reducing the cost of ROW acquisition

Figure 24 Preferred Pathway Alignment

CONSTRUCTABILITY

The pathway extension is largely dependent on the successful negotiation with private property owners and the Union Pacific Railroad in order to obtain necessary easements and ROW.

The North Nampa Indian Creek Trail Master Plan recommends a phased approach to construction that accounts for both restoration of the stream and the needed ROW acquisition. A proposed phased approach is also recommended for this section of the pathway:

- » Phase 1: 16th Avenue N to 19th Avenue N. This segment would provide a meaningful connection with logical termini between the border of the commercial area of Nampa and the neighborhoods surrounding Indian Creek Park.
 - ❖ Construction of the multi-use sidewalk and enhanced crossing will require no ROW acquisition, as the development will occur within public ROW along 3rd Street and 17th Avenue N.
 - ❖ Pending agreements between the Streets Division and the Parks & Recreation Department, the greenbelt pathway would continue through Indian Creek Park towards 19th Avenue N.
 - ❖ The replacement of the 19th Avenue N pedestrian bridge would be included in this phase, improving connectivity and accessibility across the stream.
 - ❖ Stream and bank restoration.

- ❖ ADA-accessible pedestrian ramps, pedestrian-scale lighting, a permanent counter, and wayfinding signage would be included.
- » Phase 2: 19th Avenue N to Creekbridge Apartments. This segment would extend to the property line between Creekbridge Apartments and Union Pacific, and lead users to 1st Street N to provide a logical terminus point.
 - ❖ Construction of the segment between 19th Avenue N and the Creekbridge Apartments would include ROW acquisition from private property owners.
 - ❖ It would include the replacement of the existing Creekbridge Apartment complex pedestrian bridge and add pedestrian scale lighting, and stream restoration.
 - ❖ This segment could extend to the property line between Creekbridge Apartments and Union Pacific, and lead users to 1st Street N.
- » Phase 3: Creekbridge Apartments to Current Terminus
 - ❖ Construction of this segment will require the cooperation of Union Pacific for easements to accommodate the pathway and the construction of a cantilever bridge structure underneath the existing grade-separated railroad crossing or the replacement of the railroad bridge.
 - ❖ It would include pedestrian ramps connecting to East Shortline Drive, pedestrian-scale lighting, the installation of a permanent counter, wayfinding signage, and streambank restoration.

FUTURE ENVIRONMENTAL STUDIES/PERMIT

Depending on the final alignment and if the project receives federal funding, the following studies and/or permits are anticipated.

- » National Environmental Policy Act (NEPA) documentation (likely a documented categorical exclusion)
- » Biological survey with possible assessment
- » A Section 4(f) finding (likely a de-minimis determination)
- » Archaeological and Historic Survey Report for Section 106 compliance

Regardless of funding, other permits will likely include:

- » U.S. Army Corps of Engineers Section 404 Permit
- » Idaho Stream Channel Permit

Coordination with the City of Nampa Public Works Department and Parks & Recreation Department should occur throughout the course of the project for agreements necessary associated with the alignment through the park and along roadways.

The Indian Creek Trail Master Plan established the ecological goal of “Restoring, protecting, and enhancing the ecosystem of the creek” (Reference 1). The short term objective towards this end involves “removing the solid wastes (i.e. tires, concrete, etc.) along the creek, eradicating noxious species of vegetation in and around Indian Creek and replacing them with native Cottonwoods, Dogwoods and Willow trees, thereby shadowing the stream and reducing temperature pollution” while long term objectives include “restoration of the floodplain...to a more natural state that will support biodiversity and provide for floodplain mitigation by increasing stream capacity and

constructing wetlands" (Reference 1). It is recommended that the project incorporate the planting of native species, the removal of debris, and the engineering of stream embankment supporting structures at crossings. It is recommended that a stream restoration plan accompany the pathway extension project prior to design to account for removal of invasive species, revegetation of disturbed areas, and utility relocations.

PLANNING LEVEL OPINION OF PROBABLE CONSTRUCTION COST

This section describes the planning level opinion of probable cost prepared for the recommended alignment. Unit costs were determined from professional experience from recent pathway design projects as well as recent Ada County Highway District project bid abstracts, among other planning and engineering resources. These costs include design engineering, permitting, and construction management fees as well as a 20% contingency and escalation factor. These costs do not include on-going operations and maintenance costs.

Probable estimates of construction costs are summarized in Table 6 and Table 7. Table 8 displays the total probable estimated cost. A detailed breakdown of costs is included in Appendix B. Additionally, Idaho Transportation Department Forms 1150 and 2435 can be found in Appendix C.

Table 6 Opinion of Probable Construction Costs

Construction Costs					
Item #	Description	Quantity	Unit	Unit Cost	Total Cost
1	Engineering & Design Services	1	Lump Sum (LS)	\$142,000	\$142,000
2	Mobilization	1	LS	\$213,000	\$213,000
3	Traffic Control	1	LS	\$15,000	\$15,000
4	Clearing, Grubbing, Removals	1	LS	\$10,000	\$10,000
5	Remove & Replace Irrigation	1	LS	\$15,000	\$15,000
6	Utility Relocations	1	LS	\$20,000	\$20,000
7	Erosion Control/SWPP	1	LS	\$15,000	\$15,000
8	Drainage and Stormwater Facilities	1	LS	\$15,000	\$15,000
9	Excavation and Preparation of Subgrade	1,607	Cubic Yards (CY)	\$10	\$16,067
10	¾" Minus Crushed Gravel Base (6" Depth)	357	CY	\$28	\$9,998
11	4-6" Uncrushed Aggregate Subbase (8" Depth)	714	CY	\$15	\$10,712
12	Asphalt Pathway (3" Depth) ¹	2,543	Ton	\$100	\$245,334
13	Concrete Pathway (5" Depth) ²	627	Square Yards (SY)	\$50	\$31,334
14	Standard Curb & Gutter (6")	470	Linear Feet (LF)	\$30	\$14,100
15	Retaining Wall in Area of Constraint	50	Square Feet (SF)	\$65	\$3,250
16	Pedestrian/Bicycle Prefabricated Bridge ³	3	Each	\$121,000	\$363,000
17	Bridge Footings	3	Each	\$25,000	\$75,000
18	Fence	1,840	LF	\$30	\$55,200
19	Stream & Bank Restoration ⁴	2,410	LF	\$120	\$289,00
20	5' Landscape Buffer (Both Sides of Path)	18,400	SF	\$7	\$128,000
21	24" Bio-Barrier Fabric (Both Sides of Path)	3,680	LF	\$5	\$18,400
22	Growth Retardant Agents	2,453	SY	\$0.50	\$1,227
23	Signage	10	Each	\$150	\$1,550
24	Pavement Markings (Paint)	100	LF	\$15	\$1,500
25	Pedestrian Scale Lighting	4	Each	\$4,900	\$32,400
26	Permanent Bicycle and Pedestrian Automatic Counters	2	Each	\$6,800	\$13,600
27	Pedestrian Ramps	7	Each	\$2,000	\$14,000
28	Rectangular Rapid Flashing Beacon	2	Each	\$9,653	\$19,305
Construction Subtotal			\$1,788,927		

Table 7 Opinion of Probable Construction Support Costs

Construction Support Costs					
Item #	Description	Quantity	Unit	Unit Cost	Total Cost
1	Engineering & Permits	1	LS	\$75,000	\$75,000
2	Environmental Resources & Permitting ⁵	1	LS	\$20,000	\$20,000
3	Planning & Administrative Costs	5%	LS	\$1,788,927	\$89,447
4	Construction Management & Survey	10%	LS	\$1,788,927	\$178,893
5	Preliminary ROW Acquisition ⁶	1	LS	\$38,000	\$38,000
Construction Support Subtotal				\$401,340	

Table 8 Opinion of Probable Project Costs

Summary of Probable Project Costs	
Construction Subtotal	\$1,788,927
Construction Support Subtotal	\$401,340
Project Subtotal	\$2,190,267
Contingency & Escalation	20%
Total Estimated Project Cost	\$2,628,320

Assumptions

- » ¹Asphalt pathway recommended for section between current terminus and Indian Creek Park.
- » ²Concrete pathway recommended for section between Indian Creek Park and 16th Ave N.
- » ³Contingent upon the reconstruction and widening of Union Pacific-owned, grade-separated railroad crossing (associated costs are not included in this concept). Cost will most likely increase due to necessary reinforcing structures for RR undercrossing.
- » ⁴Cost likely to change as environmental analysis project component is completed.
- » ⁵Contingent upon the need for 404 Permitting and/or NEPA processes.
- » ⁶Preliminary ROW Costs based on most recently available Canyon County Assessor property values.

FUNDING OPPORTUNITIES

This section outlines potential funding sources for the design and construction of the pathway, including the stream and bank restoration and flood mitigation.

- » United States Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (BUILD) Grants
 - ❖ Sponsors state and local projects to obtain funding for multi-modal, multi-jurisdictional projects.
 - ❖ <https://www.transportation.gov/BUILDgrants/about>
- » USDOT Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements Grant
 - ❖ Projects that enhance transportation safety at railroad crossings.
 - ❖ <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2>
- » FEMA Building Resilient Infrastructure and Communities (BRIC) Pre-Disaster Mitigation Grant
 - ❖ Support for communities as they undertake hazard mitigation projects reducing the risks they face from disasters and natural hazards.
 - ❖ <https://www.fema.gov/pre-disaster-mitigation-grant-program>
- » US Department of Housing & Urban Development (USDHUD) Community Development Block Grant (CDBG)
 - ❖ Support for the development of viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.
 - ❖ <https://www.hudexchange.info/programs/cdbg/#:~:text=The%20Community%20Development%20Block%20Grant,%2D%20and%20moderate%2Dincome%20persons.>
- » Idaho Department of Commerce (IDC) Community Development Block Grant (CDBG)
 - ❖ Assists Idaho cities and counties with the development of needed public infrastructure.
 - ❖ <https://commerce.idaho.gov/communities/community-grants/community-development-block-grant-cdbg/>
- » IDWR Flood Management Grant
 - ❖ Award for the financing of flood damaged stream channel repair, stream channel improvement, flood risk reduction, and flood prevention projects.
 - ❖ <https://idwr.idaho.gov/IWRB/programs/financial/>
- » COMPASS Transportation Alternatives Program – Urban (TAP U)
 - ❖ Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 50,000 to 200,000 population.
 - ❖ <https://www.compassidaho.org/prodserv/resourcedev.html>

TEAM MEETINGS

Throughout the course of the project, a technical team met to review project progress and provide guidance on the concept development. This team consisted of COMPASS staff, City of Nampa staff in the Public Works and Parks & Recreation departments, Kittelson & Associates staff, and other stakeholders as identified in Appendix D. These meetings, hosted virtually via the videoconferencing platform Microsoft Teams due to the COVID-19 pandemic, provided information and direction towards the development of the preferred alternative of the Indian Creek Pathway. These three meetings are summarized in Appendix E.

NEXT STEPS

- » Engage Union Pacific in dialogue regarding the feasibility of railroad under crossings and/or grade-separated railroad crossing reconstruction.
- » Implement the phased design and ROW acquisition process outlined in the constructability subsection.

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<https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=289a97755b184ddd87b5b20f38f2e63d>
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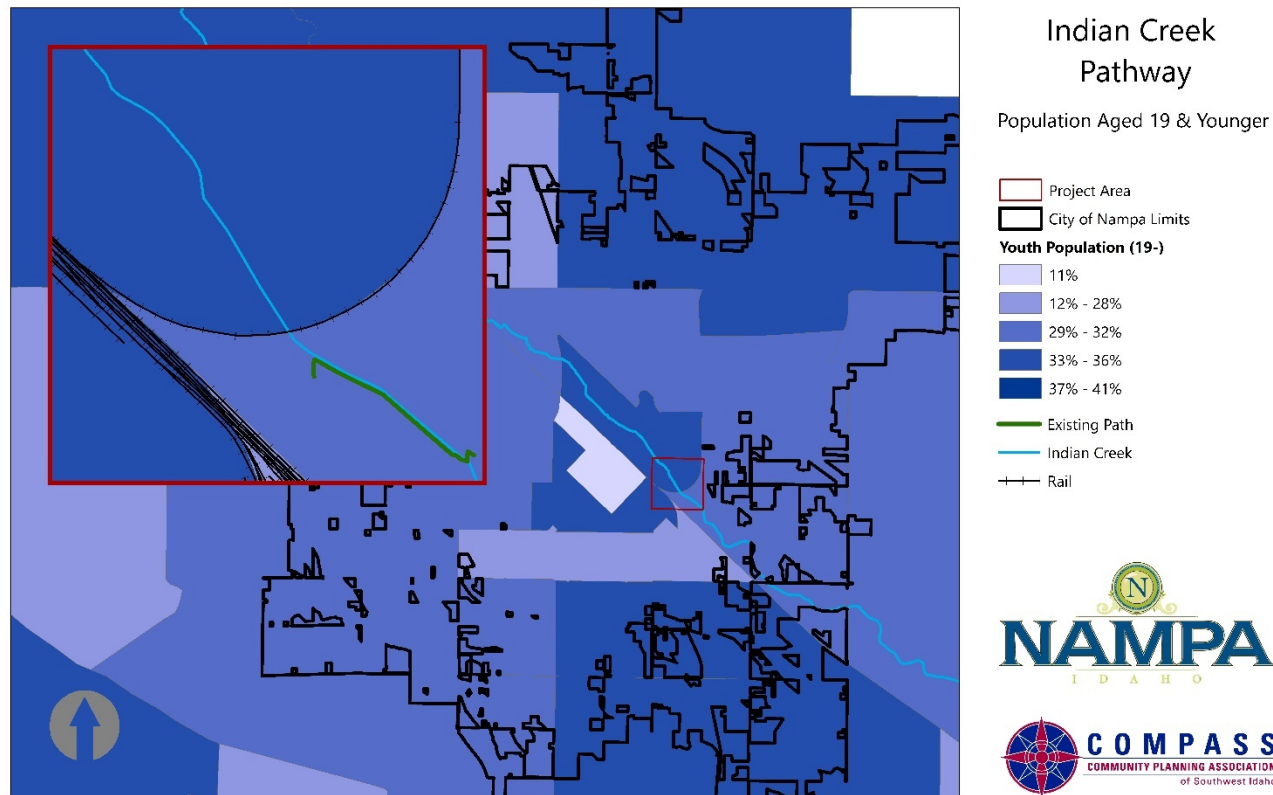
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23. Canyon County Assessor. "GIS Information", 2020. <https://www.canyonco.org/elected-officials/assessor/gis-information/>
24. Idaho Department of Transportation. "Bridge Inspection Report", 2016.

APPENDICES

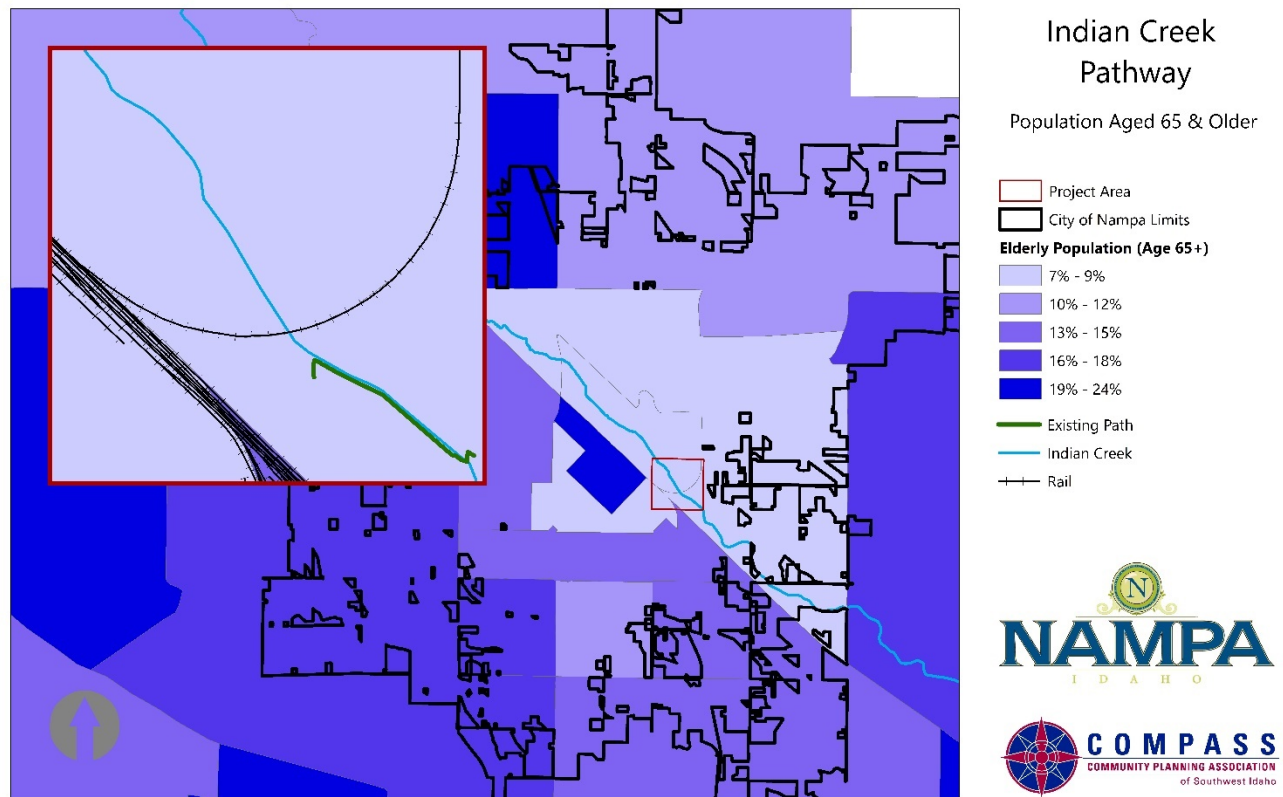
- A. Existing Conditions Supporting Documentation
- B. Planning Level Opinion of Probable Cost
- C. Idaho Transportation Department Forms
- D. List of Stakeholders
- E. Team Meeting Summaries

**APPENDIX A EXISTING CONDITIONS
SUPPORTING
DOCUMENTATION**

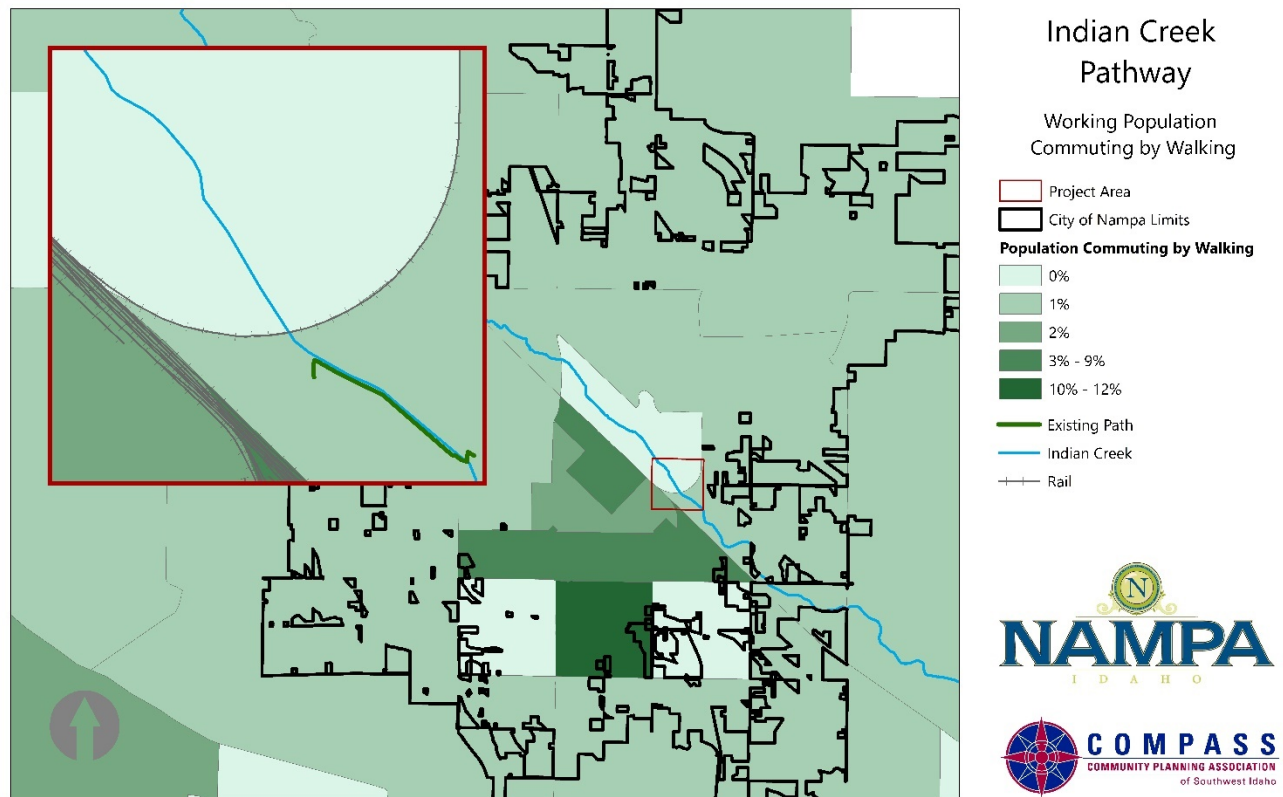
DEMOGRAPHIC ANALYSIS



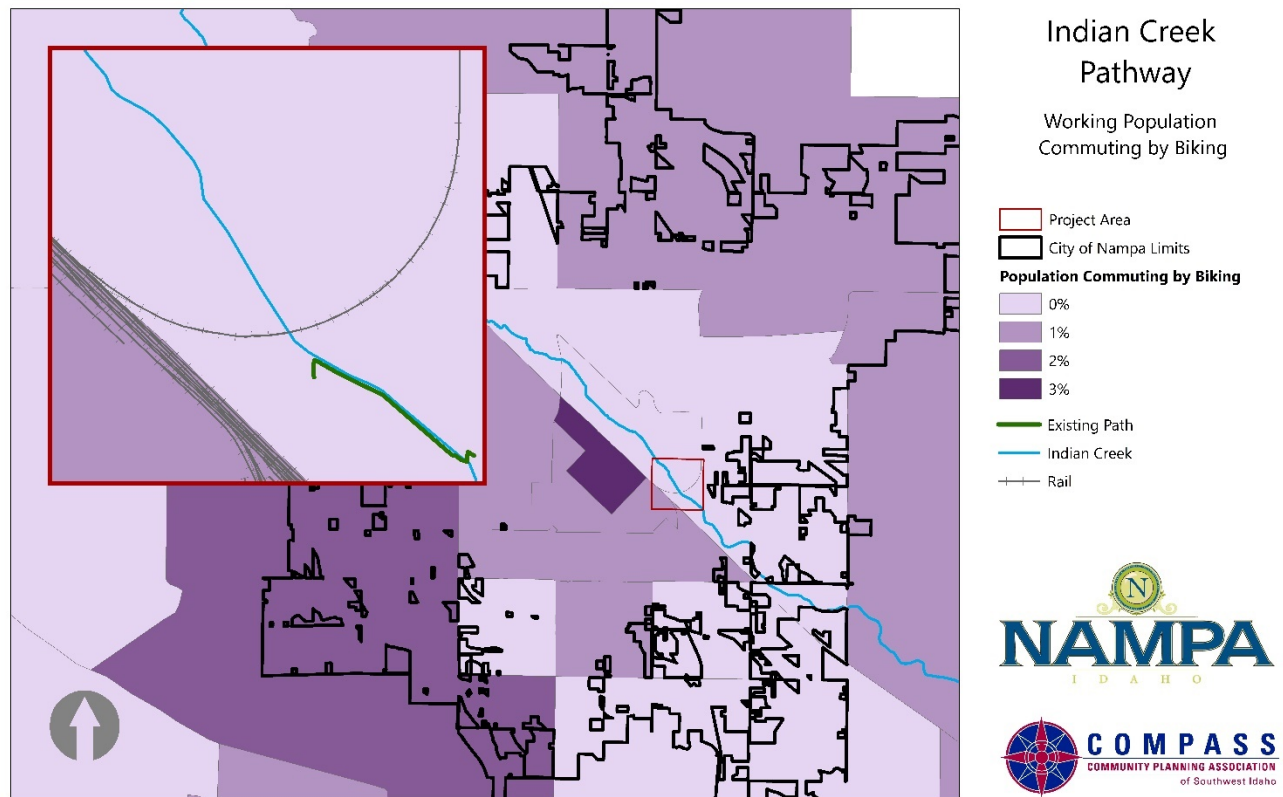
Source: U.S. Census Bureau. ACS 2018 5-Year Estimates. Table S0101



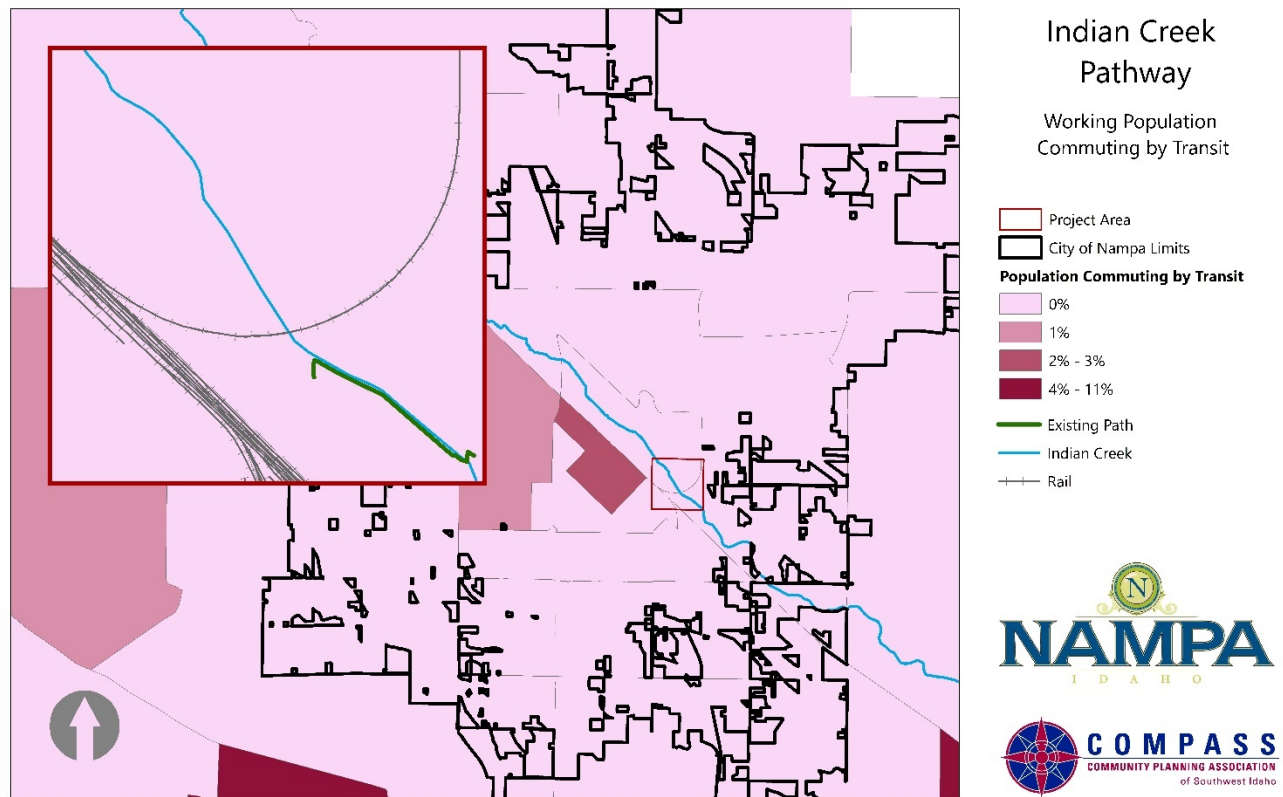
Source: U.S. Census Bureau. ACS 2018 5-Year Estimates. Table S0101



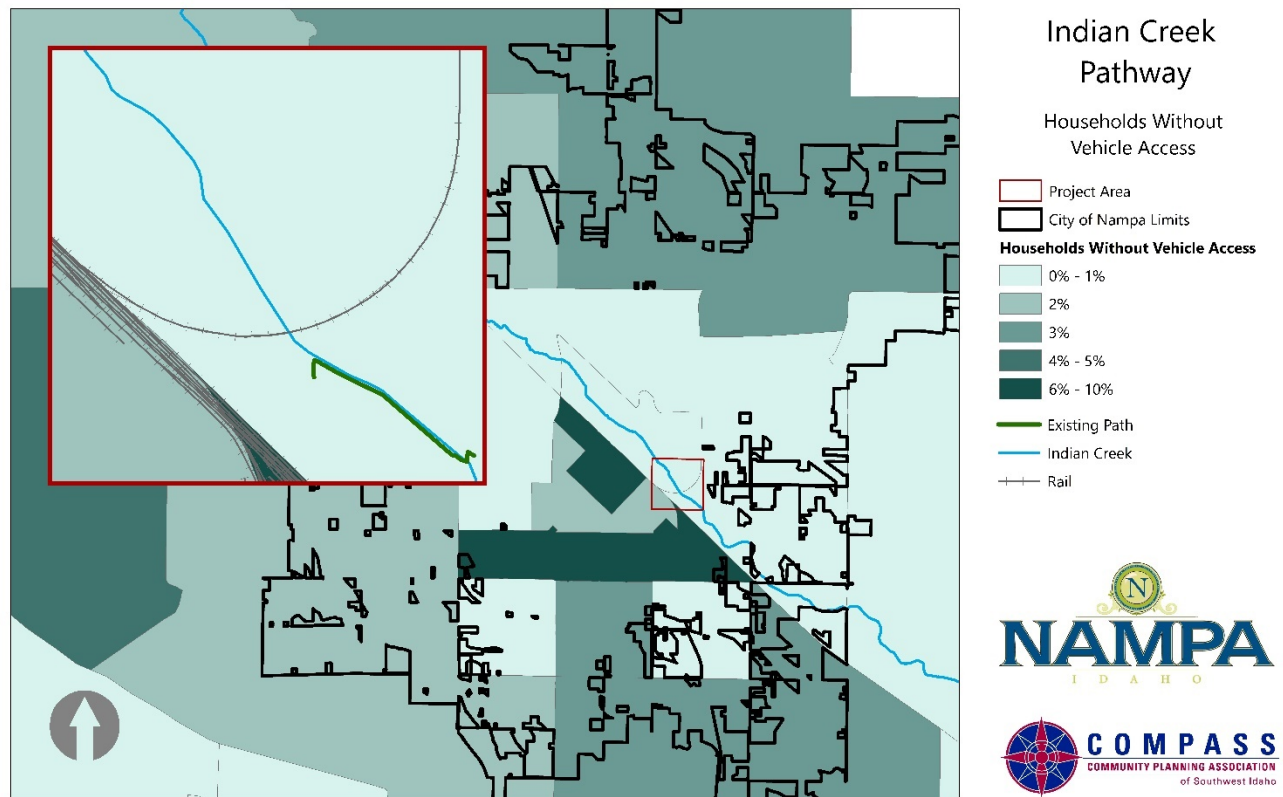
Source: U.S. Census Bureau. ACS 2018 5-Year Estimates. Table S0801



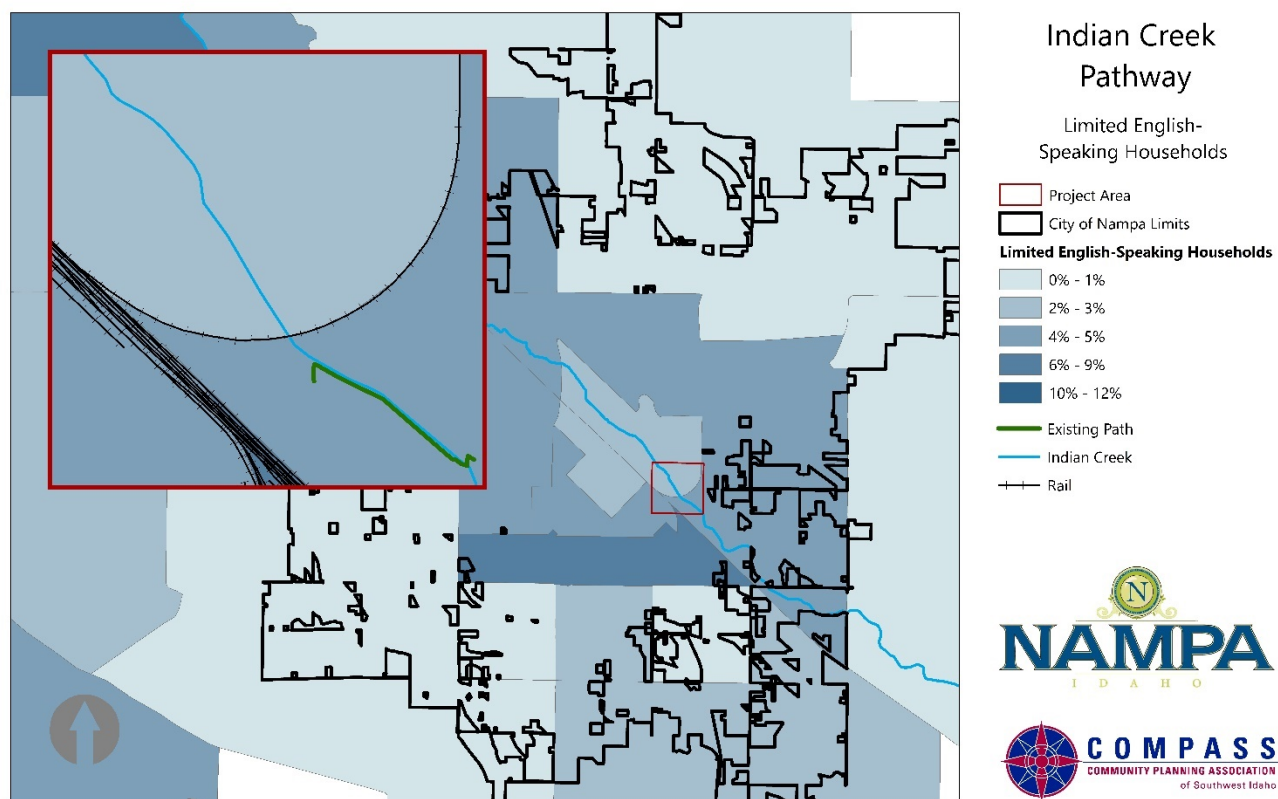
Source: U.S. Census Bureau. ACS 2018 5-Year Estimates. Table S0801



Source: U.S. Census Bureau. ACS 2018 5-Year Estimates. Table S0801

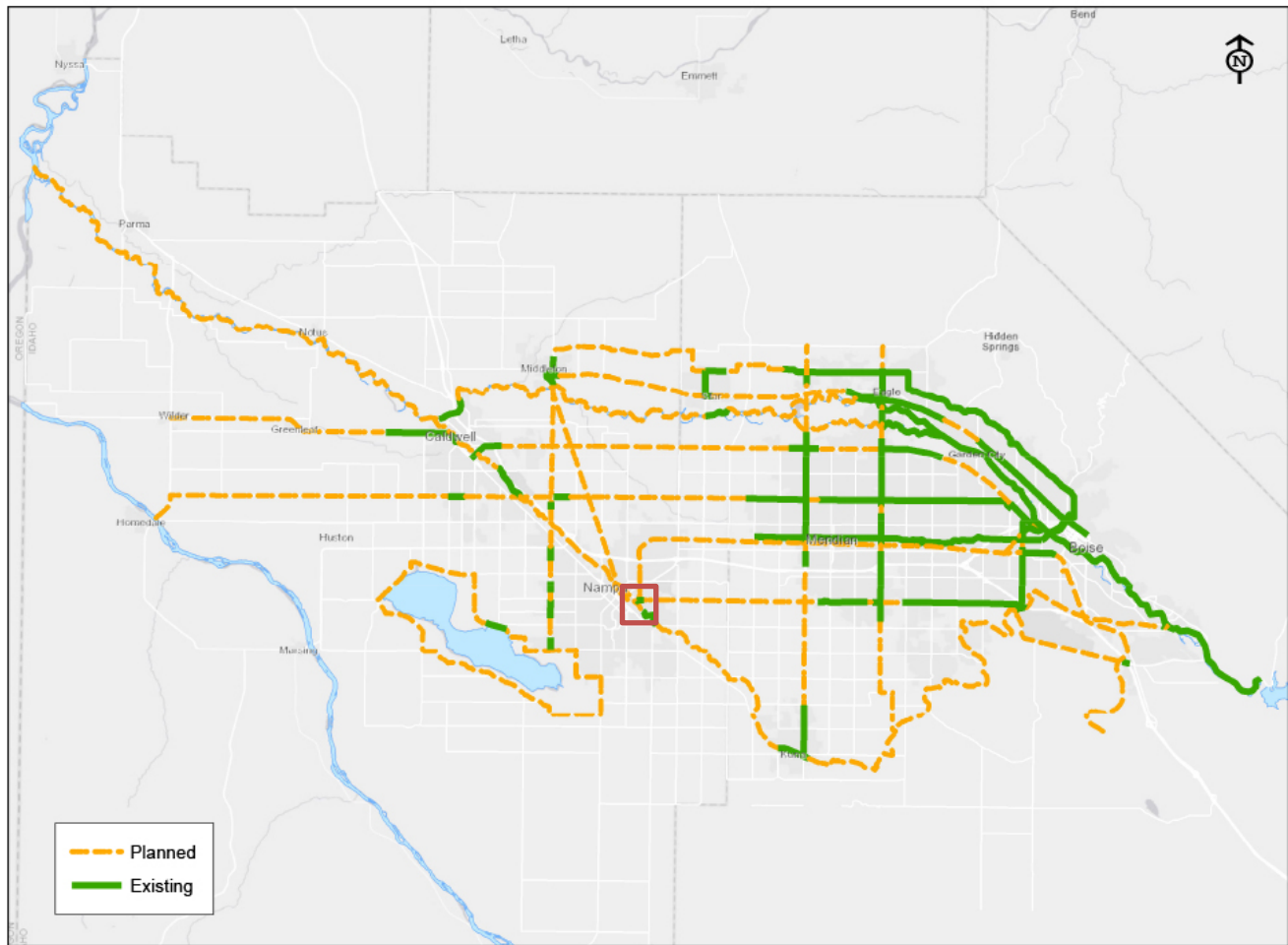


Source: U.S. Census Bureau. ACS 2018 5-Year Estimates. Table S0802

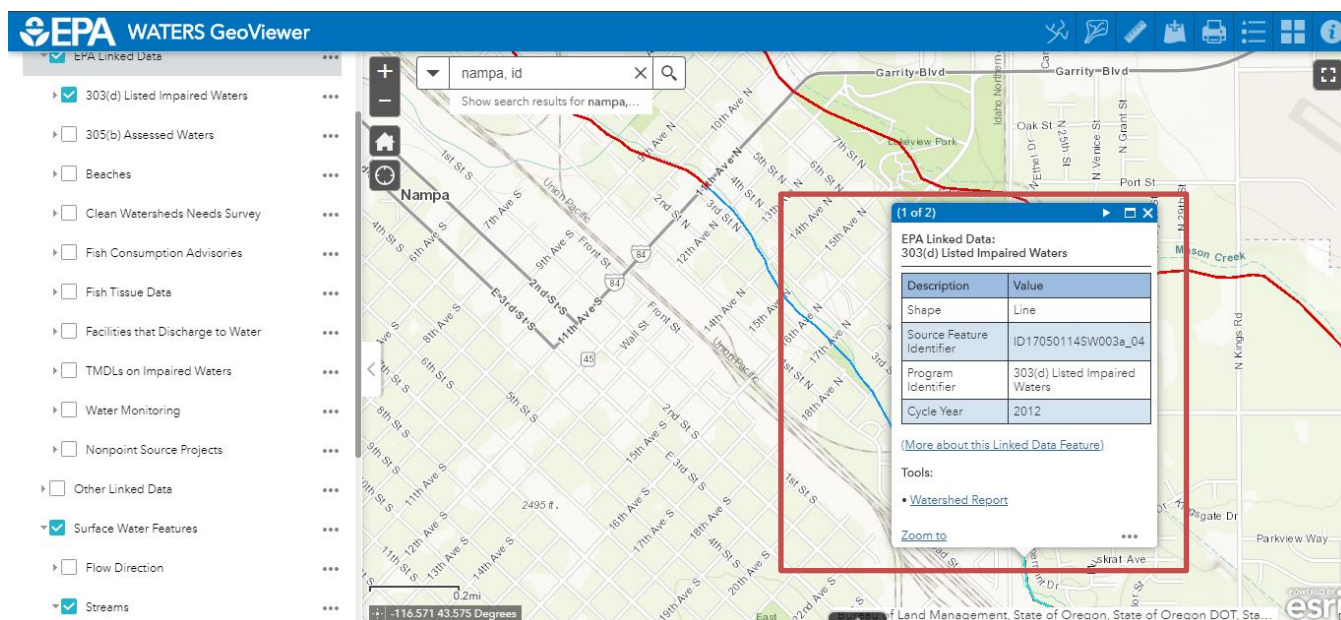


Source: U.S. Census Bureau. ACS 2018 5-Year Estimates. Table S1602

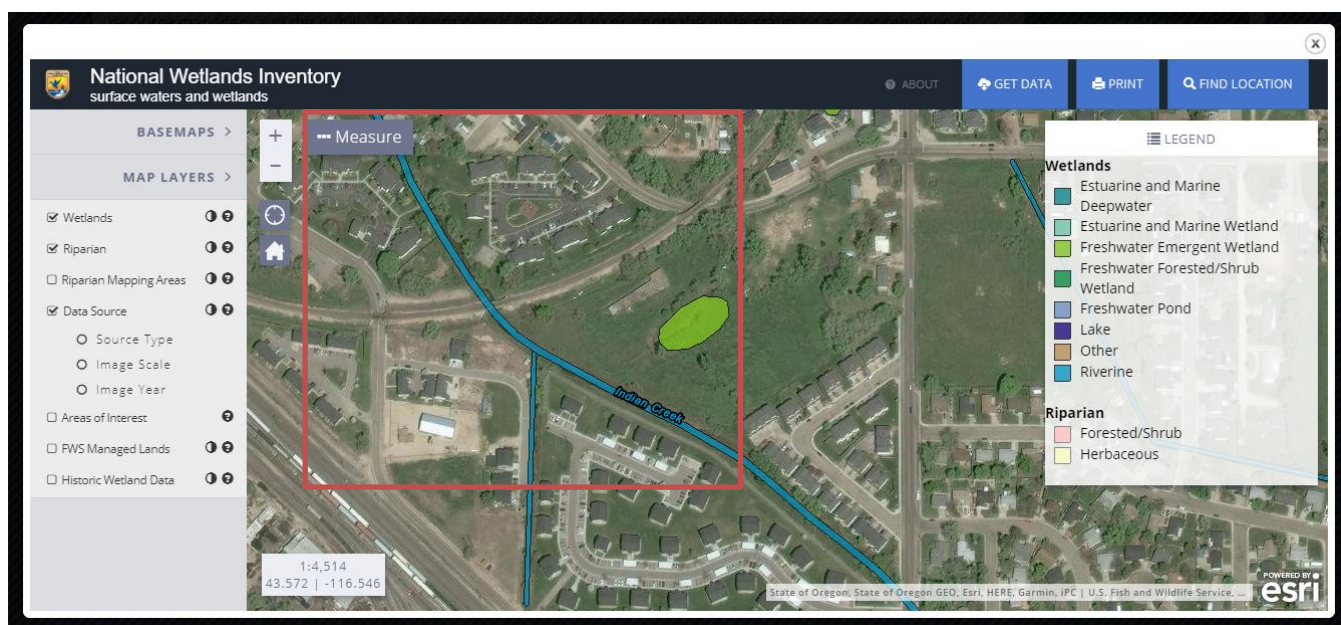
COMPASS ACTIVE TRANSPORTATION – BIKEWAY NETWORK



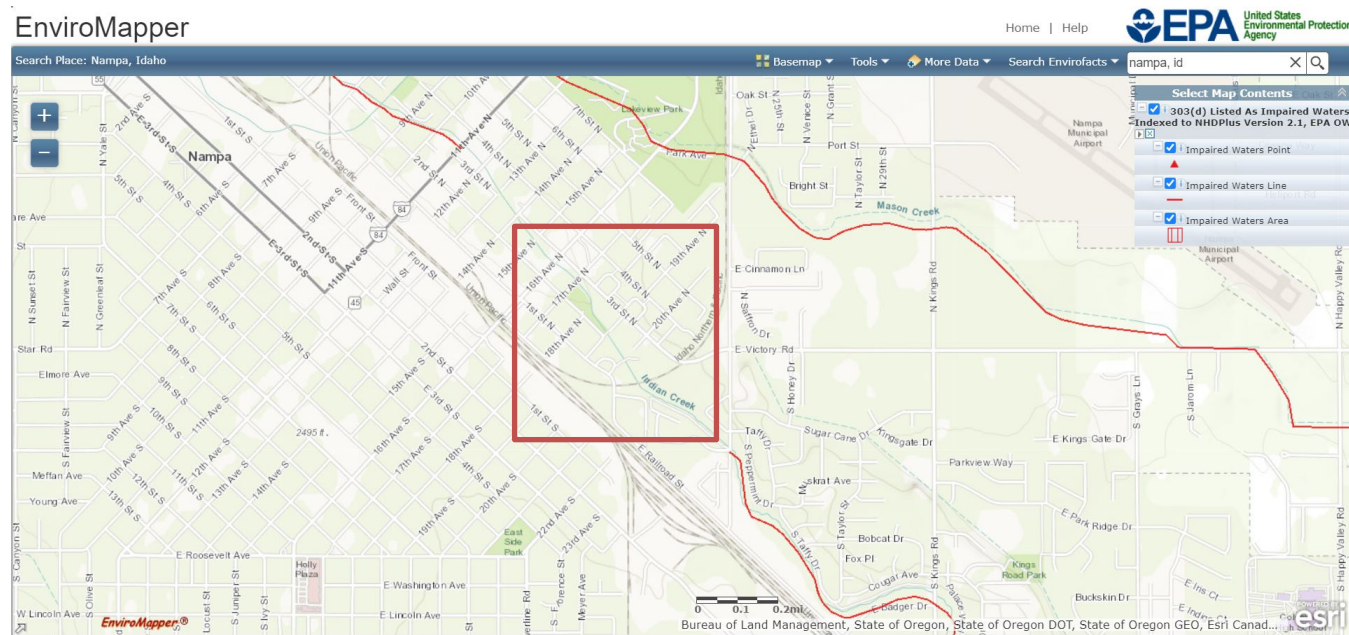
EPA ENVIROMAPPER – GEOWATERS



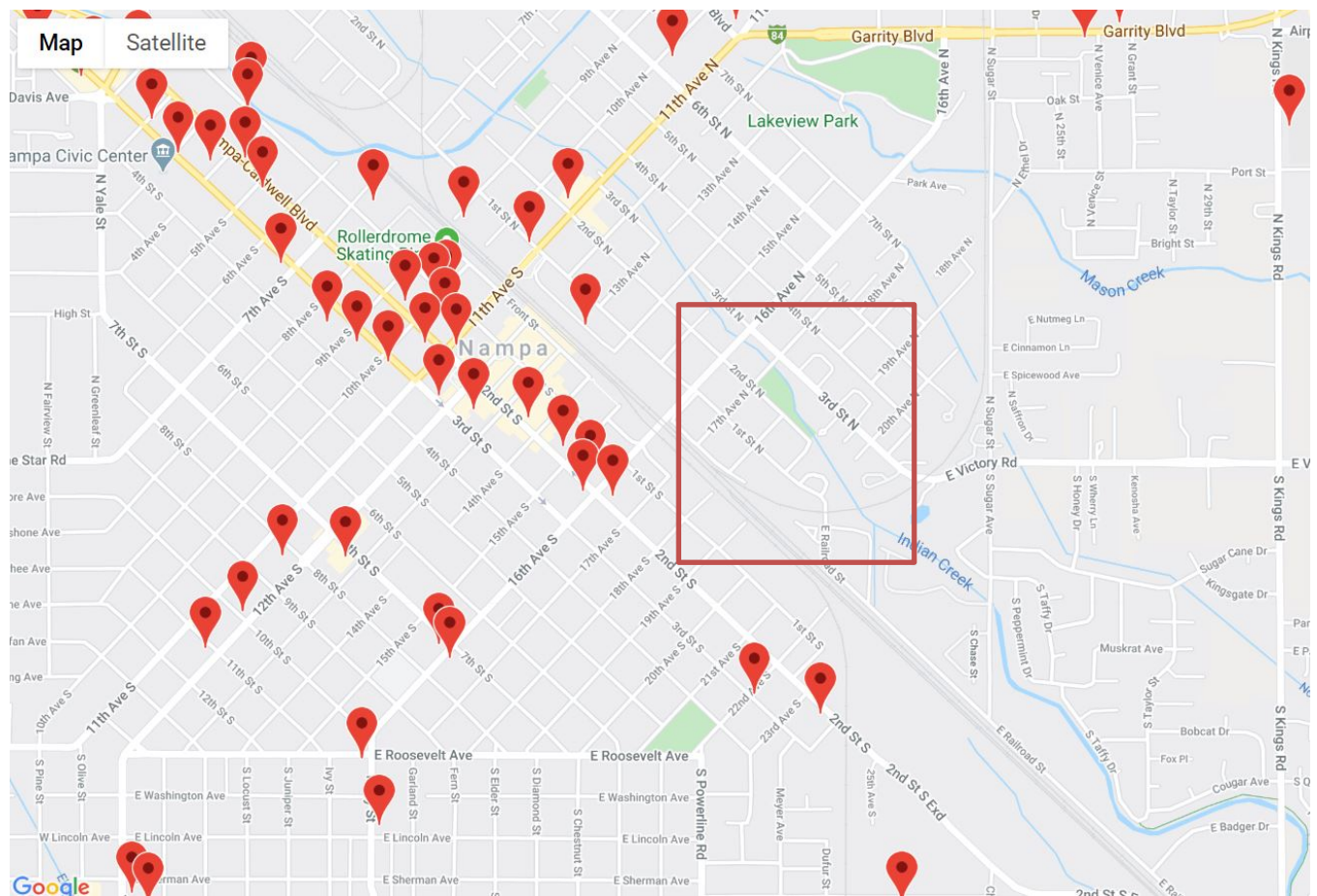
USFWS NATIONAL WETLANDS INVENTORY



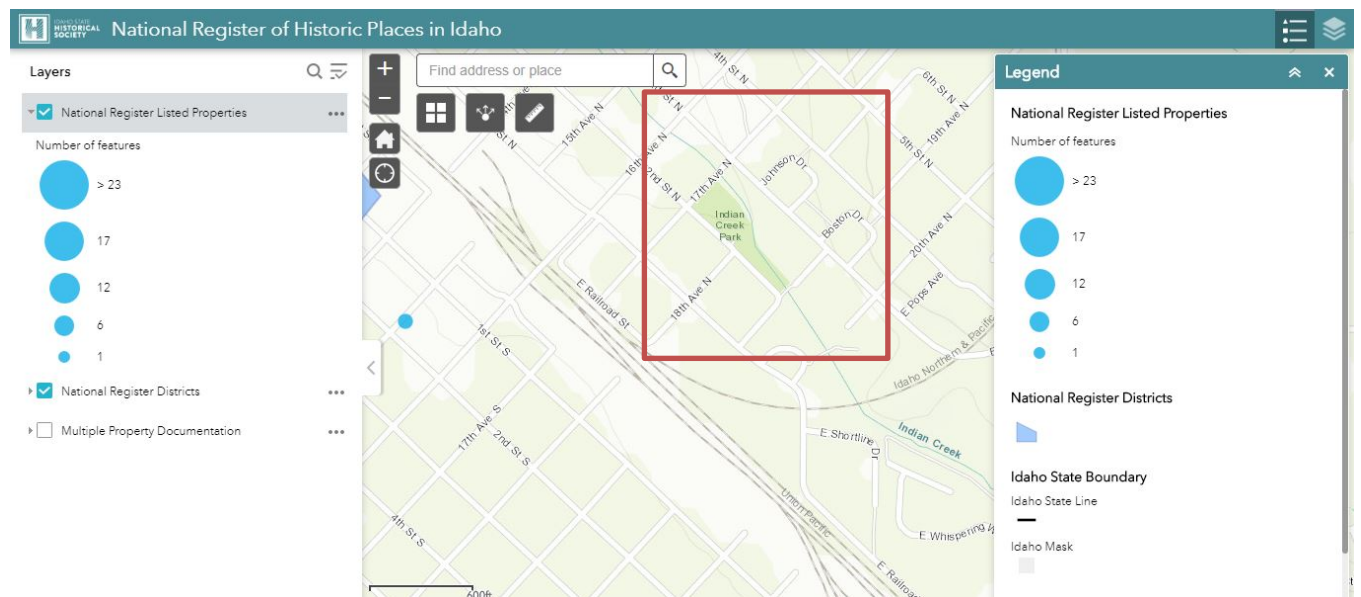
EPA ENVIROMAPPER – IMPAIRED WATERS



IDEQ UNDERGROUND STORAGE TANKS



NATIONAL REGISTER OF HISTORIC PLACES



APPENDIX B PLANNING LEVEL OPINION OF PROBABLE COST

Consultant Name: Kittelson & Associates, Inc.
Project Name: Indian Creek Pathway, E Shortline Dr to 16th St N
Project Number: 22944.002
Estimate Version: 2.0
Date: Friday, July 10, 2020
Prepared By: REG
Checked By: JER, WLW

CONSTRUCTION COSTS					
#	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
1	Mobilization	1	LS	\$ 142,000	\$ 142,000
2	Engineering & Design Services	1	LS	\$ 213,000	\$ 213,000
3	Traffic Control	1	LS	\$ 15,000	\$ 15,000
4	Clearing, Grubbing, Removals	1	LS	\$ 10,000	\$ 10,000
5	Remove & Replace Irrigation	1	LS	\$ 15,000	\$ 15,000
6	Utility Relocations	1	LS	\$ 20,000	\$ 20,000
7	Erosion Control/SWPPP	1	LS	\$ 15,000	\$ 15,000
8	Drainage and Storm Water Facilities	1	LS	\$ 15,000	\$ 15,000
9	Excavation and Preparation of Subgrade	1,607	CY	\$ 10	\$ 16,067
10	3/4" Minus Crushed Gravel Base (6" Depth)	357	CY	\$ 28	\$ 9,998
11	4-6" Uncrushed Aggregate Subbase (8" Depth)	714	CY	\$ 15	\$ 10,712
12	Asphalt Pathway (3" Depth)*	2,453	TON	\$ 100	\$ 245,334
13	Concrete Pathway (5" Depth)**	627	SY	\$ 50	\$ 31,334
14	Standard Curb & Gutter (6")	470	LF	\$ 30	\$ 14,100
15	Retaining Wall in Area of Constraint	50	SF	\$ 65	\$ 3,250
16	Pedestrian/Bicycle Prefabricated Bridge***	3	EACH	\$ 121,000	\$ 363,000
17	Bridge Footings	3	EACH	\$ 25,000.00	\$ 75,000
18	Fence	1,840	LF	\$ 30	\$ 55,200
19	Stream & Bank Restoration****	2,410	LF	\$ 120.00	\$ 289,200
20	5' Landscape Buffer (Both Sides of Path)	18,400	SF	\$ 7	\$ 128,800
21	24" Bio-Barrier Fabric (Both Sides of Path)	3,680	LF	\$ 5	\$ 18,400
22	Growth Retardant Agents	2,453	SY	\$ 0.50	\$ 1,227
23	Signage	10	EACH	\$ 150	\$ 1,500
24	Pavement Markings (Paint)	100	LF	\$ 15.00	\$ 1,500
25	Pedestrian Scale Lighting	9	EACH	\$ 3,600.00	\$ 32,400
26	Permanent Bicycle and Pedestrian Automatic Counters	2	EACH	\$ 6,800.00	\$ 13,600
27	Pedestrian Ramps	7	EACH	\$ 2,000	\$ 14,000
28	Rectangular Rapid Flashing Beacon (RRFB)	2	EACH	\$ 9,653	\$ 19,305
CONSTRUCTION SUBTOTAL =					\$ 1,788,927

CONSTRUCTION SUPPORT					
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
1	Engineering & Permits	1	LS	\$ 75,000	\$ 75,000
2	Environmental Resources & Permitting*****	1	LS	\$ 20,000	\$ 20,000
3	Planning & Administrative Costs	5%	LS	\$ 1,788,927	\$ 89,447
4	Construction Management & Survey	10%	LS	\$ 1,788,927	\$ 178,893
5	Preliminary ROW Acquisition*****	1	LS	\$ 38,000	\$ 38,000
CONSTRUCTION SUPPORT SUBTOTAL =					\$ 401,340

PROJECT SUBTOTAL	=	\$	2,190,267
CONTINGENCY & ESCALATION	=		20%
TOTAL ESTIMATED PROJECT COST	=	\$	2,628,320

NOTES

* Asphalt pathway recommended for section between current terminus and Indian Creek Park.

** Concrete pathway recommended for section between Indian Creek Park and 16th Ave N.

Contingent upon the reconstruction and widening of Union Pacific-owned, grade-separated railroad crossing
 *** (associated costs are not included in this concept). Cost will most likely increase due to necessary reinforcing structures for RR undercrossing.

**** Cost likely to change as environmental analysis project component is completed.

***** Contingent upon the need for 404 Permitting and/or NEPA processes.

***** Preliminary ROW Costs based on most recently available Canyon County Assessor property values.

DISCLAIMER

Any cost opinions or estimates provided by Kittelson are on the basis of its experience and best judgment, however, since Kittelson has no control over market conditions or bidding procedures, it cannot and does not warrant the bids, ultimate construction cost, or project economics will not vary from said opinions or estimates.

Quantity		Total Path	Greenbelt Path	Multi-Use Sidewalk	Unit
Total centerline length	=	2,410	1,840	470	ft
Path width	=	12	12	12	ft
Path depth	=	0.4167	0.4167	0.4167	ft
Path volume	=	446	341	87	CY
Area of Path	=	3,213	2,453	627	SY
Base depth	=	0.333	0.25	0.4167	ft
Base volume	=	357	204	87	CY

Subbase depth	=	0.667	0.667	0.667	ft
Subbase volume	=	714	545	139	CY

Excavation depth	=	1.5	1.5	1.5	ft
Excavation volume	=	1,607	1,227	313	CY

Length of buffer	=	2,410	1,840	470	ft
Width of buffer	=	4	5	3	ft
Buffer area	=	9,640	9,200	1,410	SF

Topsoil repair width	=	4	5	1	ft
Topsoil repair area	=	1,071	1,022	52	SY

Weight of herbicide bag	=	-	50	-	lbs
Application rate	=	-	2	-	lbs/100 SF
Area covered per bag	=	-	278	-	SY
Area to cover	=	-	2,453	-	SY
Cost per Bag			150		
Cost	=	-	\$ 0.50	-	\$/SY

Length of retaining wall	=	-	50	-	ft
Width of retaining wall	=	-	3	-	ft
Height of retaining wall (box culvert)	=	-	4	-	ft
Retaining wall area	=	-	600	-	SF

Length for new asphalt	=	-	1,840	-	ft
Width of new asphalt	=	-	6	-	ft
Base depth	=	-	0.5	-	ft
Subbase depth	=	-	1.333	-	ft
Asphalt depth	=	-	0.5	-	ft
Base volume	=	-	204	-	CY
Subbase volume	=	-	545	-	CY
Asphalt volume	=	-	5,520	-	CF

Asphalt unit weight	=	-	145	-	pcf
Asphalt weight	=	-	400	-	TON
Excavation depth	=	-	2.33	-	ft
Excavation volume	=	-	954	-	CY

Asphalt area	=	-	22,080	-	SF
Asphalt depth	=	-	3	-	in
Asphalt volume	=	-	5,520	-	CF
Asphalt unit weight	=	-	145	-	pcf
Asphalt total weight	=	-	400	-	TON

Length for new concrete	=	-	-	470	ft
Width of new concrete	=	-	-	10	ft
Base depth	=	-	-	0.5	ft
Subbase depth	=	-	-	1.333	ft
Concrete depth	=	-	-	0.5	ft
Base volume	=	-	-	87	CY
Subbase volume	=	-	-	232	CY
Concrete volume	=	-	-	2,350	CF
Concrete unit weight	=	-	-	145	pcf
Concrete weight	=	-	-	170	TON
Excavation depth	=	-	-	2.33	ft
Excavation volume	=	-	-	406	CY

Concrete area	=	-	-	5,640	SF
Concrete depth	=	-	-	3	in
Concrete volume	=	-	-	1,410	CF
Concrete unit weight	=	-	-	145	pcf
Concrete total weight	=	-	-	102	TON

Standard 6" Vertical Curb & Gutter	=			470	LF
------------------------------------	---	--	--	-----	----

Rectangular Rapid Flashing					SEE 'RRFB'
Beacon	=	2			TAB
Wayfinding Signage	=	8			EACH
17th & 3rd Traffic Control	=	2			EACH
Fence	=		1840		LF
Pedestrian Railing	=	380			LF
Pedestrian Ramps	=	6			EACH

19th Ave, 3rd

Miles
0.46

Path Length		
Greenbelt Path	Extent	Length (ft)
	Terminus / Creek Bridge	380
	Creek Bridge / 19th Ave	580
	19th Ave / Indian Creek Park	880
	<i>RR Undercrossing</i>	<i>50</i>
Multi-Use Sidewalk		
	Indian Creek Park / 16th Ave	470
	Crossing @ 17th	100

Utilities	Extents	Irrigation	Storm Drain	Power	Sewer	Domestic Water
Greenbelt Path	Terminus / Creek Bridge				Manhole, Main Line	
	Creek Bridge / 19th Ave	Irrigation Line	SD Outfall			
	19th Ave / Indian Creek Park	Irrigation Pump, Irrigation Valves		Power Pole		Water Meter
Multi-Use Sidewalk	Indian Creek Park / 3rd St		SD Outfall			
	3rd St & 17th Ave			Power Pole		Valves, Hydrant
	17th Ave / 16th Ave	Irrigation Line			Main Line	

Parcel Number	Ownership	Location	Area (acre)	Land Value	Total Value	SQF
168350000	Boise Resuce Mission Inc, Nampa First	304 16th Ave N	2.07	\$ 450,850	\$ 818,750	90,169
168540000	Francisco and Dolores Rivera	208 19th Ave N	0.36	\$ 39,000	\$ 125,000	15,682
169380100	122 N 19th Ave North LLC	124 19th Ave N	0.33	\$ 45,000	\$ 199,900	14,375
318901010	Reynolds Brothers Construction LLC	1946 E Shortline Dr	0.16	\$ 1,120	\$ 1,120	6,970
318901020	Reynolds Brothers Construction LLC	1940 E Shortline Dr	0.16	\$ 1,120	\$ 1,120	6,970
318901030	Reynolds Brothers Construction LLC	1934 E Shortline Dr	0.16	\$ 1,120	\$ 1,120	6,970
318920000	Creekbridge LLC	2131 3rd St N	6.87	\$ 1,047,400	\$ 3,150,800	299,257

Cost per SQF	Path Length Through Property	Width	Path Area	ROW Estimated Cost
\$ 0.20	285	20	5,700	\$ 1,140
\$ 0.40	25	30	750	\$ 302
\$ 0.32	205	30	6,150	\$ 1,965
\$ 6.22	55	30	1,650	\$ 10,268
\$ 6.22	55	30	1,650	\$ 10,268
\$ 6.22	55	30	1,650	\$ 10,268
\$ 0.29	365	30	10,950	\$ 3,129

Total Estimated ROW Acquisition Cost	\$ 38,000
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INDIAN CREEK PATHWAY				
KAI PN: 22944.2				
Planning-Level Opinion of Probable Cost				
Rectangular Rapid Flashing Beacon (RRFB) @ 3rd St N / 17th Ave N				
Date: 06/03/2020				
Prepared by: REG; Checked by: WLW, JER				
Item	Unit	Unit Price	Quantity	Cost
POLES AND FOUNDATIONS				
4'10" Pedestrian Push-Button Pole + Foundation	EA	\$700	1	\$700
CONTROL AND SERVICE EQUIPMENT				
RRFB Controller + Cabinet (typ installed on pole)	EA	\$700	1	\$700
VEHICLE AND PEDESTRIAN EQUIPMENT				
RRFB Signal Head + Mounting	EA	\$200	1	\$200
AGPS Push Button	EA	\$250	1	\$250
SIGNS ON SIGNAL POLES/ARMS				
Sign (Regulatory, Warning, etc.) Installed on Pole or Mast Arm	EA	\$200	2	\$400
CONDUIT AND WIRING				
Conduit Trench + Conduit + Wiring + Surface Restoration (Hardscape)	LF	\$60	70	\$4,200
JUNCTION BOXES/OTHER ENCLOSURES				
S-40 T Box	EA	\$700	1	\$700
MISCELLANEOUS				
Contingency	N/A	15%		\$1,073
Small Job Escalation	N/A	20%		\$1,430
TOTAL COST ESTIMATE				\$9,653

COMPASS Permanent Counter Program

EcoCounter Multicounter

Unit Price	\$	5,000	ea
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Installation	\$	1,500	ea
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Software Activation	\$	200	ea
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Rolling Software Fee	\$	100	ea
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Unit Total Cost	\$	6,800	ea
-----------------	----	-------	----

Pedestrian Scale Lighting

Unit Price	\$	3,600.00	ea
------------	----	----------	----

Cassia St Bikeway Pedestrian Bridge			
Length		60	LF
Width		12	LF
Area		720	SF
Prefabricated Bridge	\$	125,000	EA
Bridge Footings	\$	20,000	LS
Total Cost	\$	145,000	
Cost per SF	\$	201	

Context: Pedestrian bridge to span Ridenbaugh Canal, connecting Cassia St with Cassia Park

Engineers Estimate			
Length		20	LF
Width		15	LF
Area		300	SF
Cost per SF	\$	250	
Contingency		1.2	
Subtotal	\$	90,000	
Engineering & Design		30%	
Total Cost	\$	117,000	
Average Cost	\$	121,000	

Context: Estimates by senior internal engineer

Sources

ACHD Cassia St Bikeway 99% Design RRFB Cost Estimate

ACHD Cassia St Bikeway 99% Design Cost Estimate (Lighting)

COMPASS / BSU Greenbelt, Theatre - Broadway Planning Level Cost Estimate

ACHD Average Bid Report 2018

Canyon County Assessor

Braden Cervetti, COMPASS Eco-Counters (Correspondence)

http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=8

https://www.thedrainagesource.com/Biobarrier_Root_Control_Fabric_24_x_100_p/bio-24

https://www.achdidaho.org/Documents/PlansPrograms/Bid_Averages_Report.pdf

http://www.yakimacoop.com/files/Product_Info_Preemergent.pdf

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[100.htm](#)

APPENDIX C IDAHO TRANSPORTATION DEPARTMENT FORMS



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
		7/10/2020	
Location		District	
Indian Creek Pathway, E Shortline Dr to 16th Ave N, Nampa, ID		3	
Segment Code	Begin Mile Post	End Mile Post	Length in Miles
N/A	N/A	N/A	0.5

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$75,000
1b. Preliminary Engineering by Consultant (PEC)		\$213,000
2. Right-of-Way: Number of Parcels 8 Number of Relocations		\$38,000
3. Utility Adjustments: <input checked="" type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input checked="" type="checkbox"/> By Others		\$50,000
4. Earthwork		\$26,067
5. Drainage and Minor Structures		\$18,250
6. Pavement and Base		\$297,378
7. Railroad Crossing:		
Grade/Separation Structure <u>Yes - See Below Bridge</u>		
At-Grade Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input checked="" type="checkbox"/> Repair/Widening/Rehabilitation Length/Width <u>20'/15' (3)</u>		\$438,000.00
Location North of E Shortline Dr		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$82,305
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$15,000
11. Detours		
12. Landscaping		\$437,627
13. Mitigation Measures		\$15,000
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$69,300
15. Cost of Constructions (Items 3 through 14)		\$1,449,000
16. Mobilization % of Item 15		\$1,000
17. Construction Engineer and Contingencies % of Items 15 and 16		\$1,000
18. Total Construction Cost (15 + 16 + 17)		\$1,451,000
19. Total Project Cost (1 + 2 + 18)		\$1,777,000
20. Project Cost Per Mile	\$1,000	\$3,554,000
Prepared By:		
Rachel Grosso, Kittelson & Associates, Inc		

Local Federal-Aid Project Request

**Instructions**

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

Note: In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) City of Nampa			Date 07/10/2020		
Project Title (Name of Street or Road) Indian Creek Pathway		F.A. Route Number N/A	Project Length 0.5 mi	Bridge Length 30'	
Project Limits (Local Landmarks at Each End of the Project) E Shortline Dr to 16th Ave N					
Character of Proposed Work (Mark Appropriate Items)					
<input checked="" type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Bicycle Facilities	<input checked="" type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Sidewalk		
<input checked="" type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Traffic Control	<input checked="" type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat		
<input type="checkbox"/> Base	<input checked="" type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/> _____		
<input type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1) \$ 75,000					
Right-of-Way (ITD 1150, Line 2) \$ 38,000					
Construction (ITD 1150, Line 18) \$ 1,451,000					
Preliminary Engineering By: <input type="checkbox"/> Sponsor Forces <input checked="" type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing	North of East Shortline Drive				
Within 2 miles of an Airport	Yes - Nampa Municipal Airport				
Parks (City, County, State or Federal)	City of Nampa - Indian Creek Park				
Environmentally Sensitive Areas	Indian Creek - 303(d) Impaired Water				
Federal Lands (Indian, BLM, etc.)	No				
Historical Sites	No				
Schools	No				
Other	N/A				
Additional Right-of-Way Required: <input type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input checked="" type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	0	2	Roadway Width (Shoulder to Shoulder)	0 ft	10 ft
Pavement Type	N/a	Asphalt/Concret	Right-of-Way Width	0 ft	20 ft

Sponsor's Signature	Title
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Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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APPENDIX D LIST OF STAKEHOLDERS

STAKEHOLDERS

- » Kristi Watkins, City of Nampa
- » Clemente Salinas, PE, City of Nampa
- » Jeff Barnes, PE, City of Nampa
- » Cody Swander, City of Nampa
- » Gary Wagenseller, Watco Company (Boise Valley Railroad)
- » Nathan Anderson, Union Pacific Railroad
- » Eric Gerke, U.S. Army Corps of Engineers

APPENDIX E TEAM MEETING SUMMARIES

Indian Creek Pathway, 16th Ave N to E Shortline Dr Pre-Concept Study

STAKEHOLDERS MEETING SUMMARY

Tuesday, March 17th, 2020 – 9:00 a.m. to 10:00 a.m.

Online Conference Call via Microsoft Teams: 971-277-2148, Conference ID: 669 588 962#

MEETING PURPOSE

Provide an overview of the site visit, identified issues and constraints, as well as preliminary alignment recommendations.

Table 1. Meeting Agenda

TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
9:00	Introductions	Kathy Parker, COMPASS	
9:10	Welcome, Meeting Purpose, Agenda Review	Wende Wilber, Kittelson & Associates	Confirm Understanding, Questions for Clarification
9:15	Overview of Alternatives and Preliminary Recommendations	Rachel Grosso, Kittelson	
9:30	Discussion of Issues, Constraints, and Alignment Alternatives	All	Are there any issues or constraints that are not already included in this draft? What feedback do you have on these alternatives?
9:55	Next Steps & Close-Out	Rachel, Kittelson	

ATTENDEES

Kathy Parker, COMPASS

Clemente Salinas, PE, City of Nampa

Jeff Barnes, PE, City of Nampa

Kristi Watkins, City of Nampa

Gary Wagenseller, Watco Company (Boise Valley Railroad)

Wende Wilber, AICP PTP, Kittelson & Associates

Rachel Grosso, Kittelson & Associates

ACTION ITEMS

- » Stakeholders to be briefed on meeting notes, contact information to be shared, and people to be included in future discussions:
 - Union Pacific – Nathan Anderson or Valeria Herald (**Gary**)
 - City of Nampa Parks & Recreation Division – Cody Swander (**Kristi**)
- » Railroad Bridge Undercrossing
 - Obtain as-builts (**Gary**) and send to Kittelson
 - Investigate feasibility of undercrossing @ 1st St N as contingency plan and associated alignment along 1st St N and 19th Ave N in case poor bridge condition precludes Indian Creek undercrossing (**Rachel**)
- » Obtain utility data (**City of Nampa staff**) and send to Kittelson
- » Identify spacing requirements for signalized intersections (**Rachel**)

MEETING NOTES

- » Railroad Bridge Undercrossing @ Shortline Dr
 - Initially, both alignments seem feasible
 - A main concern for Union Pacific will be preventing trespassing on railroad tracks
 - Another concern, for both the crossings at 1st St N and Indian Creek are the age of the railroad structures
 - Preferred Alignment: west side of Indian Creek
- » From the bridge undercrossing to Indian Creek Park, the preferred alignment is along the west bank of Indian Creek, as ROW impacts to the Creekbridge Apartment (trees, drainage structures, basketball court) would be less.
 - ROW acquisition or easements would be necessary along the creek from Creekbridge Apartments and 124 19th Ave N
 - One known existing structure will likely be impacted – it appears to be a storage shed
 - Utilities including power lines might present an obstacle in addition to some drainage infrastructure. Additional utility information is needed.
- » At Indian Creek Path, the preferred alternative is a 10ft multi-use sidewalk along the alignment of 2nd St N, between 19th Ave N and 17th Ave N.
 - This alternative would include the reallocation of some existing roadway in addition to existing park space.
 - Could potentially impact existing trees.
 - This alignment would minimize impacts to residents' parking/driveways.
- » At 17th Ave N, the preferred alternative is continuing the 10ft multi-use sidewalk along the south side of 17th Ave N between 2nd St N and 3rd St N.

- This alignment would reduce the existing vehicular lane width and reallocate space for the multi-use sidewalk, joining up and expanding upon the existing sidewalk.
- At the intersection of 17th and 3rd, the preferred alternative is to provide an enhanced crossing and continuing the 10 ft multi-use sidewalk along the east side of 3rd St.
- The enhanced crossing may include a Rectangular Rapid Flashing Beacon or other appropriate treatment.
- » At this point in the meeting, the Indian Creek Pathway Master Plan, assembled by the Army Corps of Engineers, was discussed.
 - That plan includes the acquisition of the parcels immediately bordering Indian Creek between 16th Ave N and 17th Ave N, fronting 3rd St for the construction of the path along the creek alignment.
 - This acquisition would continue the 'greenbelt' experience.
 - However, as these parcels are currently occupied by residents and businesses, the acquisition may not be feasible at this time.
 - The project team discussed the possibility of having an interim path alignment along the east side of 3rd St N, until the parcels can be acquired. This likely reflects the conditions north of 16th Ave N, which faces a similar challenge to maintaining the alignment of the creek.

NEXT STEPS

- » Finalize alignment recommendation & estimate costs
- » Create project implementation schedule (interim plan and long-term vision)
- » Identify grant opportunities and other potential funding sources
- » Draft report
 - Opportunity for stakeholder input

TEAM MEETING

Tuesday, April 21st, 2020 – 4:00 p.m. to 4:30 p.m.

Online Conference Call via Microsoft Teams: 971-277-2148, Conference ID: 919 831 776#

[Join Microsoft Teams Meeting](#)

MEETING PURPOSE

Discuss Union Pacific Railroad subsidiary response to project inquiry and determine next steps for the project.

TIME	SUBJECT	LEAD PRESENTER
4:00	Welcome & Meeting Purpose	Rachel Grosso, Kittelson & Associates
4:05	Review of Brandon Kasper's Response on Behalf of UP	Rachel Grosso, Kittelson
4:10	Discussion of Preferred Course of Action for Project Completion	Rachel Grosso, Kittelson
4:25	Next Steps & Close-Out	Rachel, Kittelson

MEETING SUBJECT

After our March 17th meeting, Kittelson moved forward with contacting Union Pacific, through the contacts provided by Boise Valley Rail Road. Shortly thereafter, Kittelson also submitted a formal project request through Union Pacific's website (including the refined alignment figure), and on April 6th received the following message from Brandon Kasper, a third party contractor that vets incoming proposals for UP. This was his response:

"I have reviewed your proposal and believe the alternate alignment crossing at 1st St N may meet UPRR guidelines. **I can inform you now that the preferred alignment crossing at Indian Creek and utilizing that structure does not meet UPRR guidelines and would not be approved.**

To progress your project further with UPRR, the City of Nampa and/or COMPASS, will need to enter into a preliminary engineering reimbursement agreement with UPRR (PE). This document allows UPRR to recover any and all costs associated with reviewing your project plans, assigning a project manager to the project, attending meetings/travel/site-visits, etc... In order to request this agreement from UPRR, I will need you to provide a name, mailing address, email and phone number for the individual(s) that will serve as the billing contact and signatory for the PE agreement. We are executing all documents using DocuSign in light of the current work restrictions in place. Please advise if this is not acceptable to the project sponsor and we can make alternative arrangements."

Indian Creek Pathway

Preferred Alignment



- Existing Path
- Indian Creek
- Preferred Alignment (10ft Facility)**
 - Park Greenbelt Path
 - Urban Multi-Use Sidewalk
 - Estimated Right of Way Footprint (20ft)
 - Estimated Right of Way Footprint (15ft)
- Structures**
 - Undercrossing
 - Enhanced Crossing
 - Existing Bridge (Replace)
- Alternative Alignments**
 - Pending Conversation with Nampa Parks & Rec
 - Pending Conversation with Union Pacific



PRE-CONCEPT DRAFT REPORT MEETING

Tuesday, July 21st, 2020 – 10:00 a.m. to 11:00 a.m.

Online Conference Call via Microsoft Teams: 971-277-2148, Conference ID: 584 943 328#

[Join Microsoft Teams Meeting](#)

MEETING PURPOSE

Discuss draft report content and provide feedback on preferred alignment moving towards the final pre-concept report.

TIME	SUBJECT	LEAD PRESENTER
10:00	Welcome & Agenda Review	Rachel Grosso, Kittelson & Associates
10:05	Overview of Draft Report Content	Rachel, Kittelson
10:30	Discussion of Draft Report Content and Preferred Alignment	All
10:55	Next Steps & Close-Out	Rachel, Kittelson

ATTENDEES

- » Kathy Parker – COMPASS
- » Tevrin Fuller – COMPASS
- » Clemente Salinas – City of Nampa, Public Works Department
- » Jeff Barnes – City of Nampa, Public Works Department
- » Cody Swander, City of Nampa, Parks & Recreation Department
- » Wende Wilber, Kittelson & Associates
- » Rachel Grosso, Kittelson & Associates

DISCUSSION

- » No federal grant funding for Indian Creek Park
 - ❖ LCWF confirmed by Cody Swander
- » Previous stream channelization as-builts or documentation from Army Corps of Engineers would be useful in design process
- » As-built for Shortline Dr railroad crossing will be necessary for future UP discussions
- » Public Works and Parks & Rec are amenable to either Indian Creek Park routing option
 - ❖ However, trees in the area are important towards defining the character of the neighborhood and should be preserved.

- ❖ Team agrees that the pathway through the park is better for “keeping the greenbelt aesthetic”.
- » Current pedestrian bridges are privately owned (not owned by either Parks & Rec or Public Works). Question as to whether the existing pedestrian bridges are structurally sound.
- » If any property owners are unwilling to negotiate, separate study investigating roadway routing would be necessary.
 - ❖ Routing underneath the 1st St / Railroad St undercrossing will likely not be feasible without railroad bridge replacement.
- » Proposed automatic bicycle and pedestrian counters locations at southern entrance to Indian Creek Park and at current pathway terminus would attempt to capture both park users and pass-through traffic.
- » Landscaping along the pathway is a concern, as little to no irrigation is available.
 - ❖ Discussion regarding the feasibility of neighboring private property owners to maintain pathway landscape
 - ❖ Enhanced landscaping beyond pathway maintenance will be a political decision.
 - ❖ No entity claims maintenance responsibility over Indian Creek itself.