

PROJECT DEVELOPMENT

INDIANA AVENUE AND ORCHARD AVENUE SHARED ROADWAY



FINAL

AUGUST 2018

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EXECUTIVE SUMMARY

This effort is the result of an approved request made by the Canyon Highway District No. 4 through COMPASS' Project Development program, funded with federal planning funds from the Federal Highway Administration (FHWA). The purpose of this project is to provide connectivity along Orchard Avenue and Indiana Avenue to existing and future pathways throughout the highly trafficked, Lake Lowell recreation area / Deer Flat National Wildlife Refuge. This top-priority project was identified in the 2016 Lake Lowell Area Bicycle and Pedestrian Access Plan, a planning effort that was funded through the Federal Lands Access Program (FLAP).



The Orchard Avenue alignment begins on the west end at Riverside Road and continues east approximately 2.3 miles to the intersection of Indiana Avenue. The Indiana Avenue alignment begins at the north end at Orchard Avenue and continues south approximately 1.5 miles to the intersection of Roosevelt Avenue. The proposed project includes widening the shoulders along the route and replacing the Burris Canal Bridge.

No permanent right-of-way (ROW) impacts are anticipated, as the proposed improvements would fall within the established 50' prescriptive ROW or 60' permanent easement on Bureau of Reclamation (BOR) property. Property use agreements and/or temporary construction easements would be needed for project activities (i.e. driveway grading and possible fence and/or mailbox relocation) outside of the ROW or permanent easement area. The BOR would need to authorize the project along Orchard Avenue where BOR property abuts the ROW. See **Appendix A – Concept Plan and Cost Estimate** (shows property lines, easements and property owners) and **Appendix C – Bureau of Reclamation Property Information**. Representatives with the BOR are aware of the proposed project and would continue to be involved through the review and approval process of the final plans.

The preliminary construction estimate is \$2,171,600; however, construction cost savings could potentially be realized if geotechnical investigation reveals sufficient base areas along Orchard Avenue. Based on the type and location of the project, FLAP is the most likely funding source for implementation. The U.S. Fish and Wildlife Service, Deer Flat NWR, would need to endorse the FLAP application, with Canyon Highway District No. 4 identified as the local highway agency.

PROJECT DESCRIPTION

The proposed project will widen both Indiana Avenue and Orchard Avenue by 2' on both sides to provide usable shoulders for non-motorized use. The typical section, symmetrical at the centerline, will allow for 11' travel lanes with 4' paved shoulders. The work will include addition of asphalt pavement, aggregate base, granular sub-base, excavation, drainage, irrigation adjustments, signing, pavement markings, and other incidental work. The existing 30' wide x 18' long bridge over the Burriss Canal will be replaced with a wider (approx. 50') x 18' long precast bridge structure that will provide additional width for cyclists and pedestrians. The unofficial parking area at 'Murphy's Neck' (Middle Embankment/Forest Embankment) will include minor shoulder widening and fence relocation along the south side of Orchard Avenue to accommodate a 4' paved shoulder and 8' gravel shoulder for on-street parking. See **Figure 1 – Project Map** and **Appendix A – Concept Plan & Cost Estimate**.

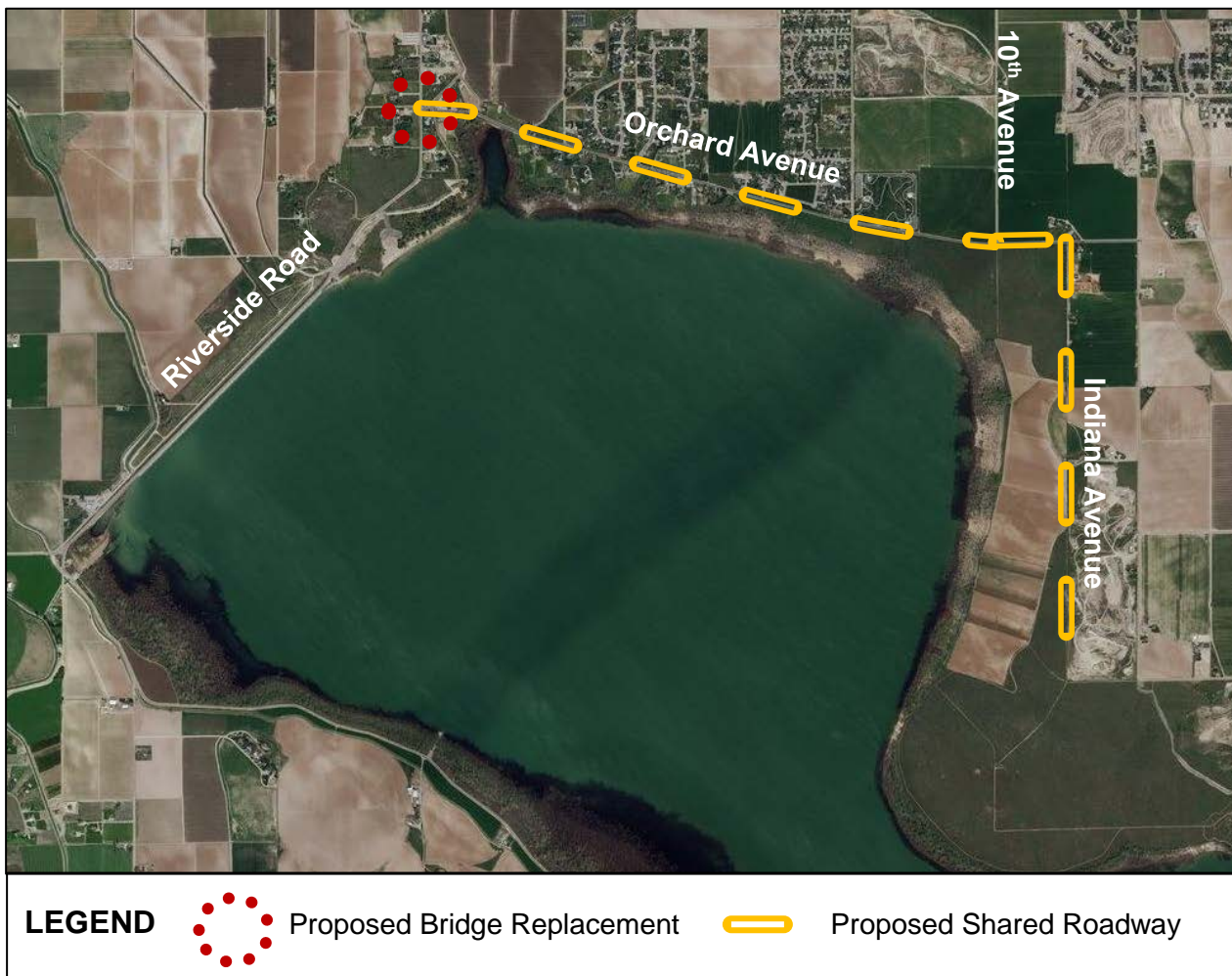


Figure 1 – Project Map

The 2012 American Association of State Highway and Transportation Officials (AASHTO) guide for Bicycle Facilities recommends that a minimum 2' clearance area be provided with a max 1V:6H slope from lateral obstructions such as bushes, large rocks, bridge piers, abutments, and poles. Existing overhead power located along the south side of Orchard Avenue and east side of Indiana Avenue will be relocated back to the right-of-way line to accommodate a 2' minimum clearance area adjacent the newly widened paved shoulder.

Underground utility/telephone boxes will be replaced or reset to finish grade during construction. Existing culvert crossings will be extended in-kind (similar size and material type) to accommodate the additional shoulder widening and match into new fill slope and toe of slope. Minor adjustments to driveway approaches will be facilitated to match into the new edge of pavement. Some existing fencing will need to be relocated back to match the new toe of slope. Temporary construction easements and property use agreements will be obtained during final design that will identify specific fence relocations, minor landscaping modifications, and driveway approach adjustments.

PROJECT NEED

OVERVIEW

This project is identified as a priority project in the recently completed, award winning, [Lake Lowell Area Bicycle and Pedestrian Plan](#) developed as a joint effort between Canyon Highway District No. 4, Nampa Highway District No. 1, City of Nampa, City of Caldwell, the Deer Flat National Wildlife Refuge, and the Western Federal Lands Division of FHWA. The purpose of this project as identified in the Plan is to provide safe, accessible facilities that promote walking, running, and biking for all ages, and connecting Refuge facilities and trails to Caldwell and Nampa. Canyon Highway District No. 4 recently completed a FLAP project that constructed 4' minimum width paved shoulders on Riverside Road and Lake Shore Drive adjoining the Refuge. However, the roads proposed with this project, which connect Riverside Road/Lake Shore Drive to the urban areas and the Refuge Visitor's Center, lack the wider shoulders for a shared rural roadway. The proposed project would fill this gap in an area that has seen a growing demand in non-motorized transportation use that is placing more bicyclists and pedestrians on roads that are not designed to accommodate them.

The existing Burris Lateral irrigation structure is located on Orchard Avenue approximately 200' east of the Riverside Road intersection. This concrete structure includes eight (8) pre-stressed double tees, is 32' wide and has a span length of approximately 18'. A concrete curb exists on both sides of the structure and is currently located within the roadway clear zone and signed with object markers. There is no bridge rail and is considered substandard from a traffic safety standpoint. No freeboard is provided as the ordinary high water line touches the bottom 4" of the girder legs and collects debris on the upstream side along with sedimentation within 1' of the girder bottoms along both abutments. Although the existing structure has a sufficiency rating of 63% and currently considered "Not Structurally Deficient", the existing bridge is considered functionally obsolete and no longer meets the intent or needs of the roadway corridor.

SAFETY

According to Idaho Transportation Department (ITD) and Canyon County Highway District No. 4, Average Annual Daily Traffic (AADT) ranges from approximately 700 to 3,700 vehicles per day along Orchard Avenue and Indiana Avenue. Traffic disperses to Indiana Avenue and Orchard Avenue from higher-trafficked roadways within the vicinity for those traveling to destinations such as the Refuge, residences, parks, etc. Indiana Avenue and Orchard Avenue are comprised of two one-way lanes within a varied speed limit ranging from 40 miles per hour to 50 miles per hour. The roadways lack sidewalks, and ADA ramps making it difficult for recreational and bicycle/pedestrian use along the corridor. Currently, bicyclists and pedestrians are forced to travel along the paved roadway without any designated lane or space for safe travel. See **Figure 2 – Average Annual Daily Traffic (2016)**.

According to ITD crash data, 345 crashes occurred within the Lake Lowell Bike & Ped Planning area between 2011 and 2016. Crashes have steadily increased each year starting with only 36 crashes in 2011, to 71 crashes reported in 2016. Of the total crashes, there were seven fatalities (death), 32 A injury (disabling injury), 38 B injury (evident injury), and 84 C injury (possible injury) crashes. Animal-related crashes are prominent, with 13 crashes involving wild and domestic animals. There were two

crashes involving bicyclists or pedestrians within the planning area, with one B injury located at Karcher Rd/Highway 55 and Riverside Road with no definitive contributing factors identified, and one A injury at Riverside Rd south of Hoadley Rd with improper backing as the primary contributing factor.

Within the project route, there were 49 crashes, with one fatality, four B injury, 14 C injury and 30 property damage crashes. These crashes account for 14 percent of the crashes within the planning area. Inattention, speeding, animals in roadway, overcorrecting, failure to yield and speeding were the primary contributing factors.

With a rapidly growing population, and crashes steadily increasing within the project area, bicycle and pedestrian improvements are becoming more and more critical. See **Figure 3 – Crashes (2011-2016)**.

MOBILITY/CONNECTIVITY

ADA accessibility is imperative when providing public access. There are no ADA accessible facilities around or on Orchard Avenue and Indiana Avenue. Due to the speeds and narrow paved shoulder width along Orchard and Indiana Avenue, this is not a comfortable environment for most bike/ped users. Vehicular travel is currently the only promotable safe and efficient way to travel along this corridor. These conditions discourage users from choosing alternate modes of transportation.

The proposed project will facilitate access to and around adjacent Lake Lowell recreation areas. It will play a key role in creating a full bicycle/pedestrian loop around Lake Lowell. Without the proposed shared-use shoulders, bicyclists and pedestrians would be forced to ride or walk in an unsafe environment, intermixed with high-volume vehicular traffic. Therefore, the proposed project will greatly improve mobility and safety for bicyclists and pedestrians in a highly trafficked recreation community.

As shown on **Figure 4 – Connectivity Map**, the shared roadway connection will enhance circulation to the existing pathway system, as well as planned linkages.

DESTINATIONS AND ATTRACTORS

As shown on **Figure 4 – Connectivity Map**, the proposed shared-use roadway would provide surrounding neighborhoods and residences adjacent to both Orchard Avenue and Indiana Avenue improved bike/ped access to extensive recreation areas provided by both Canyon County and the Lake Lowell area. The proposed shared use shoulders would provide for the continuance of a full loop that would encompass all of Lake Lowell providing improved bike/ped access for users from the greater Nampa/Caldwell area. Within a one-mile proximity to the proposed project area, there is an abundance of trails, a public park (Mallard Park), and the entire Lake Lowell recreation area. The Lake Lowell area supports designated areas for fishing, boating, swimming, and camping.

ECONOMIC

The Deer Flat National Wildlife Refuge/Lake Lowell is identified as a key Byway site (site no. 3) in the Snake River Canyon Scenic Byway Plan. As shown in **Figure 5 – Scenic Byway Map**, the Byway route runs along the west side of the Refuge, west of the project area, with the “Farmland Super Side Trip” running along the proposed shared roadway route. The upcoming addition of Byway wayfinding signage along the route directing visitors to key bicycle routes,



including the Indiana Avenue and Orchard Avenue route, more visitors will be drawn to the area in a safe and economically beneficial manner.

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

COMPASS COMMUNITIES IN MOTION 2040 IMPLEMENTATION

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

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

Figure 2 – Average Annual Daily Traffic (2016)

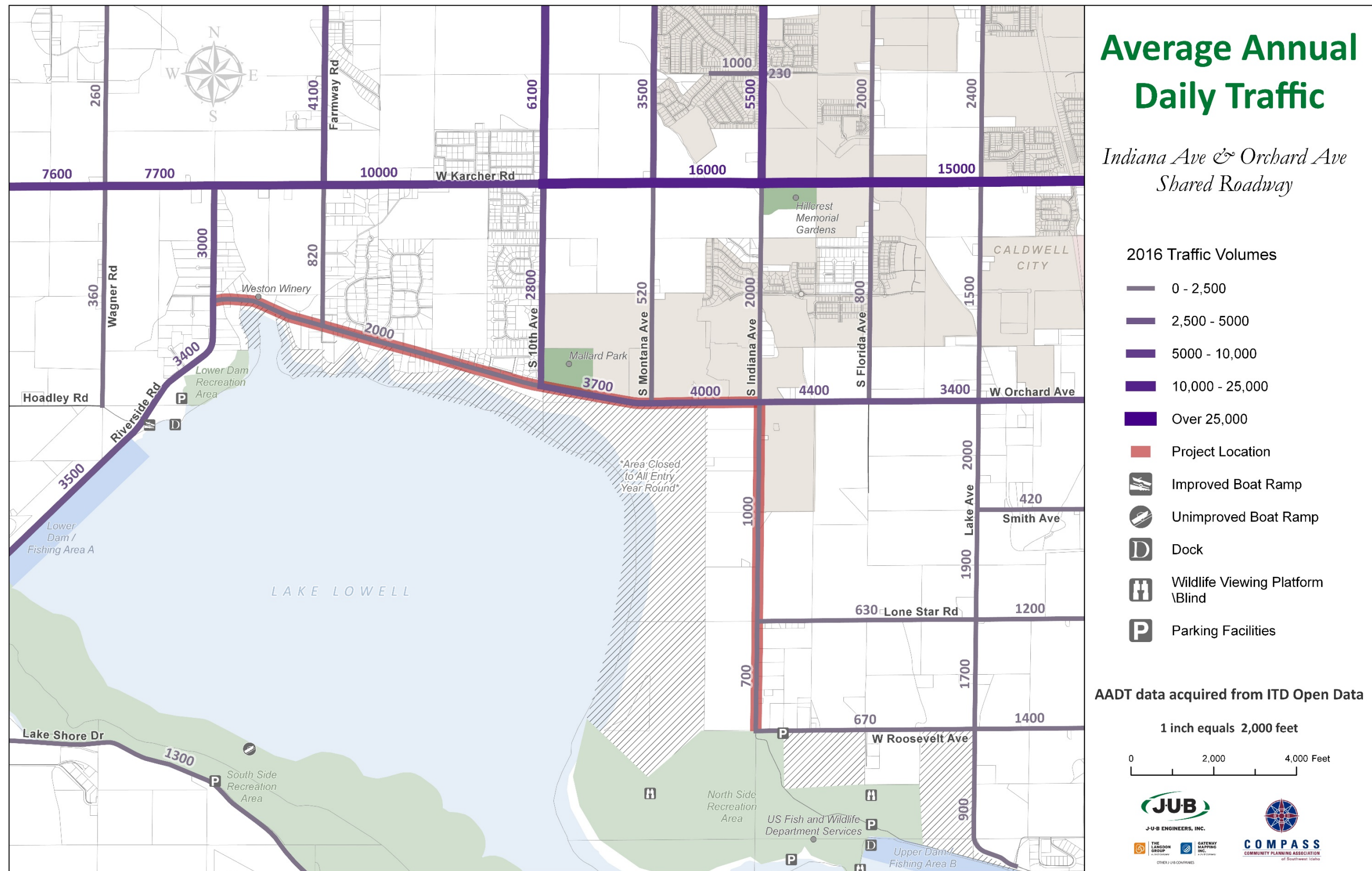


Figure 3 – Crashes (2011-2016)

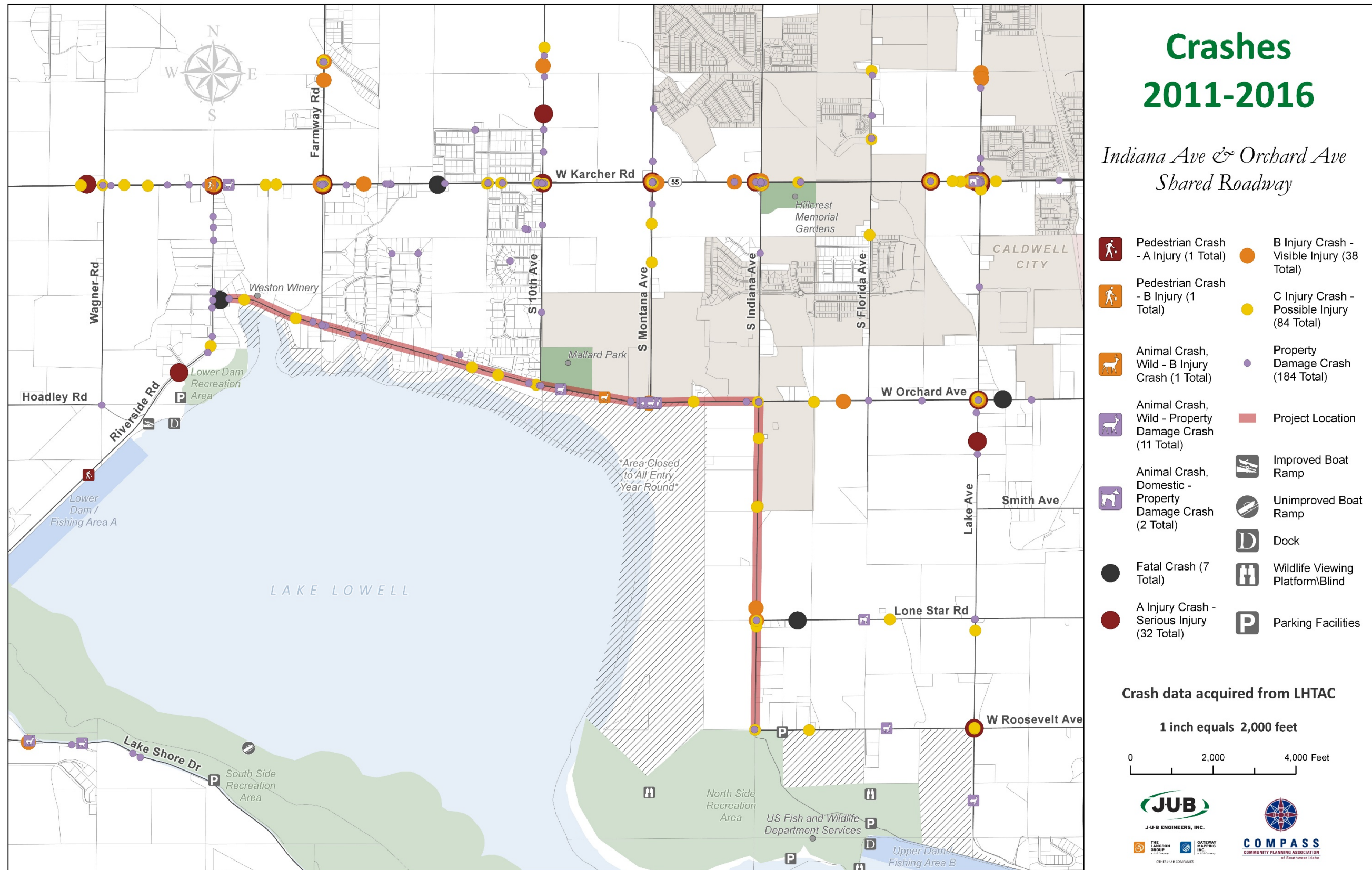
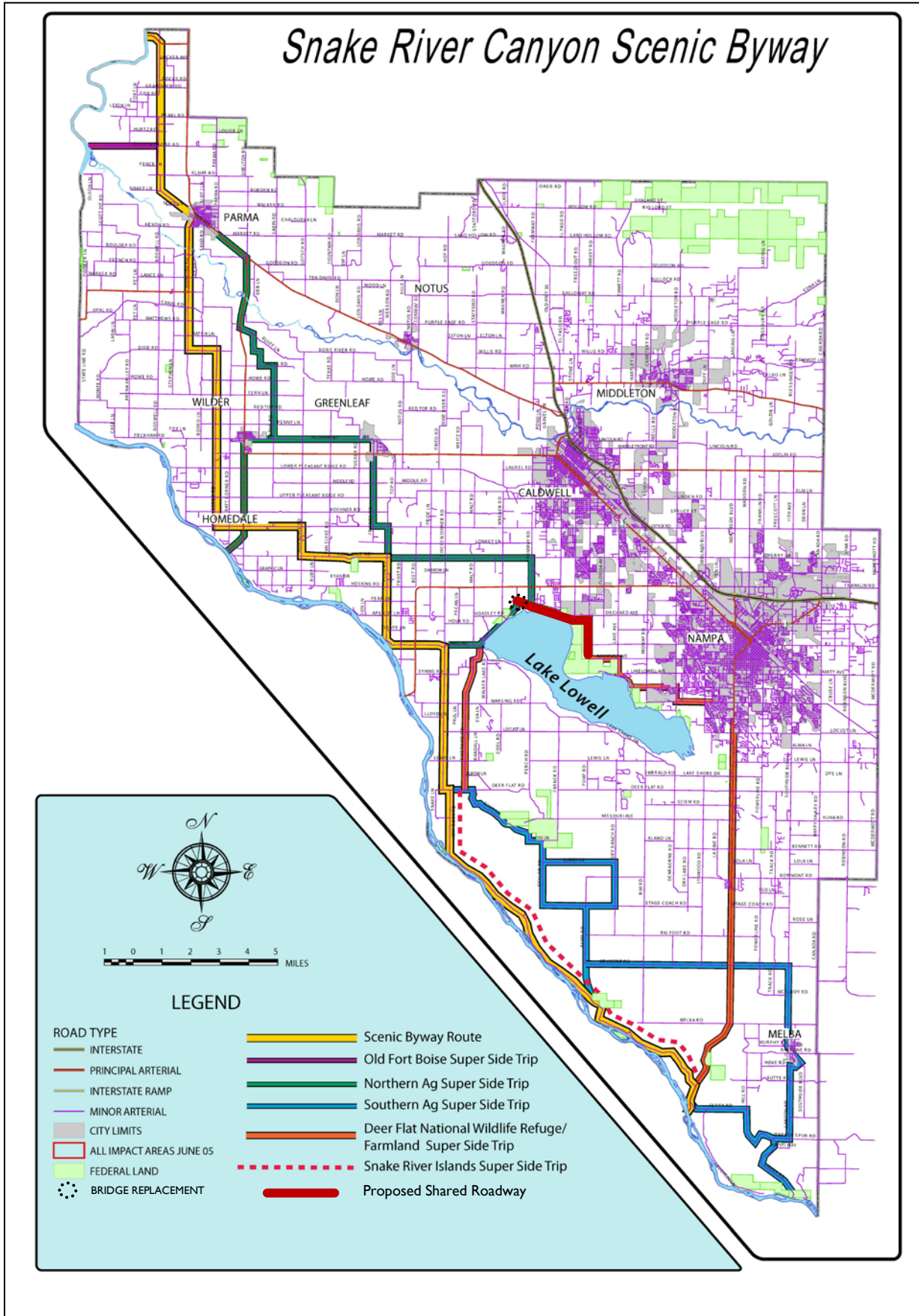


Figure 5 – Scenic Byway Map



ALTERNATIVES

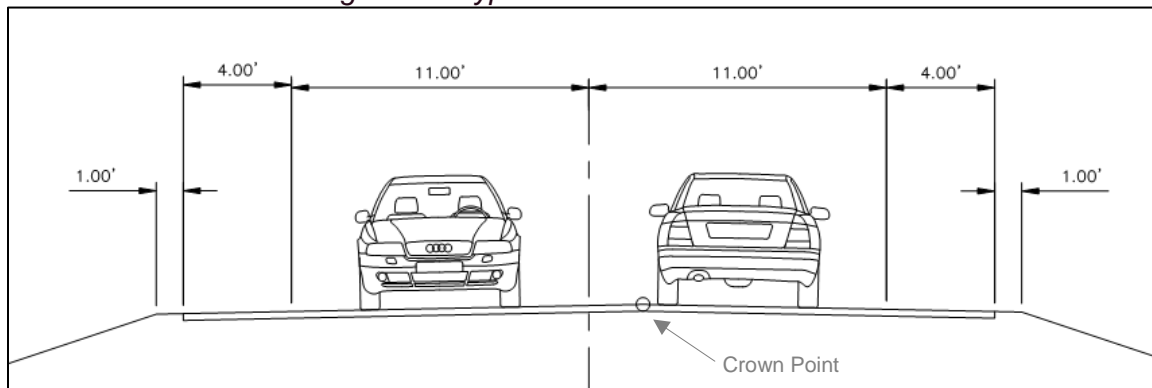
ALIGNMENT ALTERNATIVES

The following two alternatives were evaluated regarding the roadway alignment:

1. **All-widening (4' on one side)** – shoulder widening (4') on one side was evaluated to be installed along the north side of Orchard Avenue to take advantage of the extra wide ROW from recent development improvements. Although this option was beneficial from a ROW standpoint, it created concerns with the Crown Point being too close to the wheel path for the eastbound lane. See **Figure 6 – Typical Section with Shifted Crown Point**.

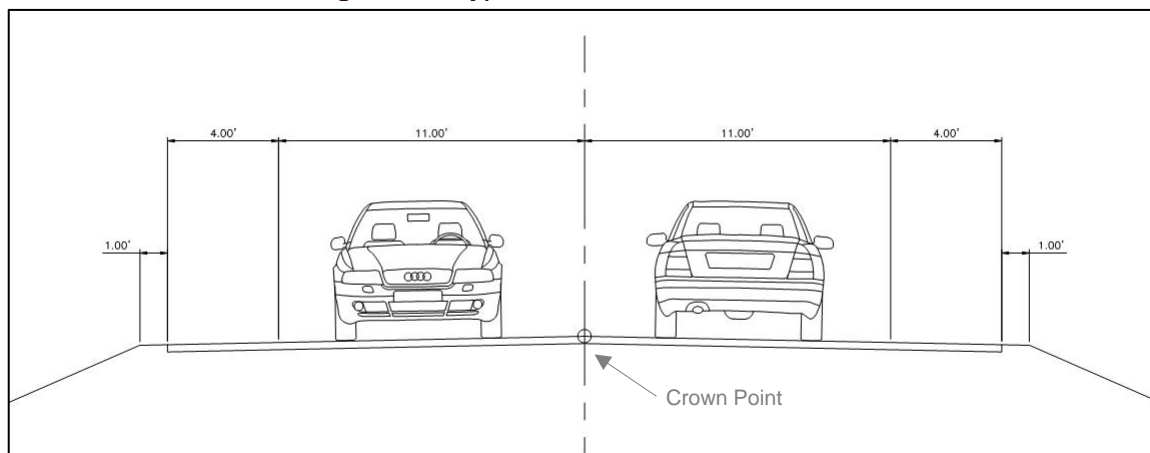
In order to mitigate the Crown Point issue for this option, a thin lift asphalt overlay would be required on half of Orchard Avenue to mitigate the wheel path safety concern, resulting in elevated construction costs.

Figure 6 – Typical Section with Shifted Crown Point



2. **Equal-widening (2' on each side)** – shoulder widening by (2') on both sides (for an ultimate total of 4' of asphalt pavement on both sides) of Orchard and Indiana Avenue was evaluated. This option would retain the Crown Point in the center of the road and provided cost savings by not having to mitigate for the wheel path safety concern. See **Figure 7 – Typical Section with No Crown Point Shift**.

Figure 7 – Typical Section with No Crown Point Shift



BRIDGE ALTERNATIVES

Review of the most current inspection report and field visits resulted in evaluation of the following two alternatives regarding the bridge:

1. **Widen Existing Bridge** – widening the existing bridge was determined not feasible due to the age of the existing bridge structure, narrow width, no available freeboard, and sedimentation within 1' of the girder bottoms. See **Appendix B – Bridge Inspection Report**.



2. **Replace Bridge** – replacement of the existing bridge in its current location is the most viable option due to the reasons listed above. A replacement structure with a minimum width of 50' will accommodate two 11' traffic lanes, 4' paved shoulders and a clear zone of 14' on each side. Span length of approximately 18' is required to match into the existing canal banks. Finish grade across the structure will be raised slightly in order to accommodate a minimum 1' freeboard requirement above the existing seasonal high-water surface elevation. A precast rigid frame stiff leg structure is recommended for this location that will accommodate a reduced bridge deck section depth, allow for a minor grade increase across the structure, and maintain access for canal maintenance.

PEDESTRIAN CROSSING ALTERNATIVES

Potential pedestrian crossings were carefully evaluated as part of the concept development process. Due to safety concerns and current lack of pedestrian facility connectivity, no pedestrian crossings are recommended at this time. The proposed shared roadway project would implement the short-term improvements identified in the Lake Lowell Area Bicycle and Pedestrian Access Plan. Pedestrian pathways and associated crossings are identified as longer-term future improvements to be implemented when the area becomes more populated/urbanized.

RIGHT-OF-WAY & EASEMENTS

Available assessor records (GIS), surveys, record of surveys, topographical data, and subdivision plats were reviewed to evaluate potential ROW and easement impacts within the proposed project area. Topographical features (fences, poles, and mailboxes) were located to determine impacts on their locations. Edge of pavement was located on approximately 300' stations to provide grade for the conceptual design.

No permanent right-of-way (ROW) impacts are anticipated, as the proposed improvements would fall within the established 50' prescriptive ROW or 60' permanent easement on Bureau of Reclamation (BOR) property. Property use agreements and/or temporary construction easements would be needed for project activities (i.e. driveway grading and possible fence and/or mailbox relocation) outside of the ROW. The BOR would need to authorize the project along Orchard Avenue where BOR property abuts the ROW. Representatives with the BOR are aware of the proposed project and would continue to be involved through the review and approval process of the final plans.

Regarding temporary impacts/proposed work outside of the ROW, it is recommended that Canyon Highway District No. 4 reach out to property owners as the design process moves forward to inform them of the project and note any potential concerns and/or issues. As the project concept progresses further, another evaluation of any potential ROW and/or easement needs should occur.

See **Appendix A – Concept Plan** and **Cost Estimate** (shows property lines, easements and property owners) and **Appendix C – Bureau of Reclamation Property Information**.

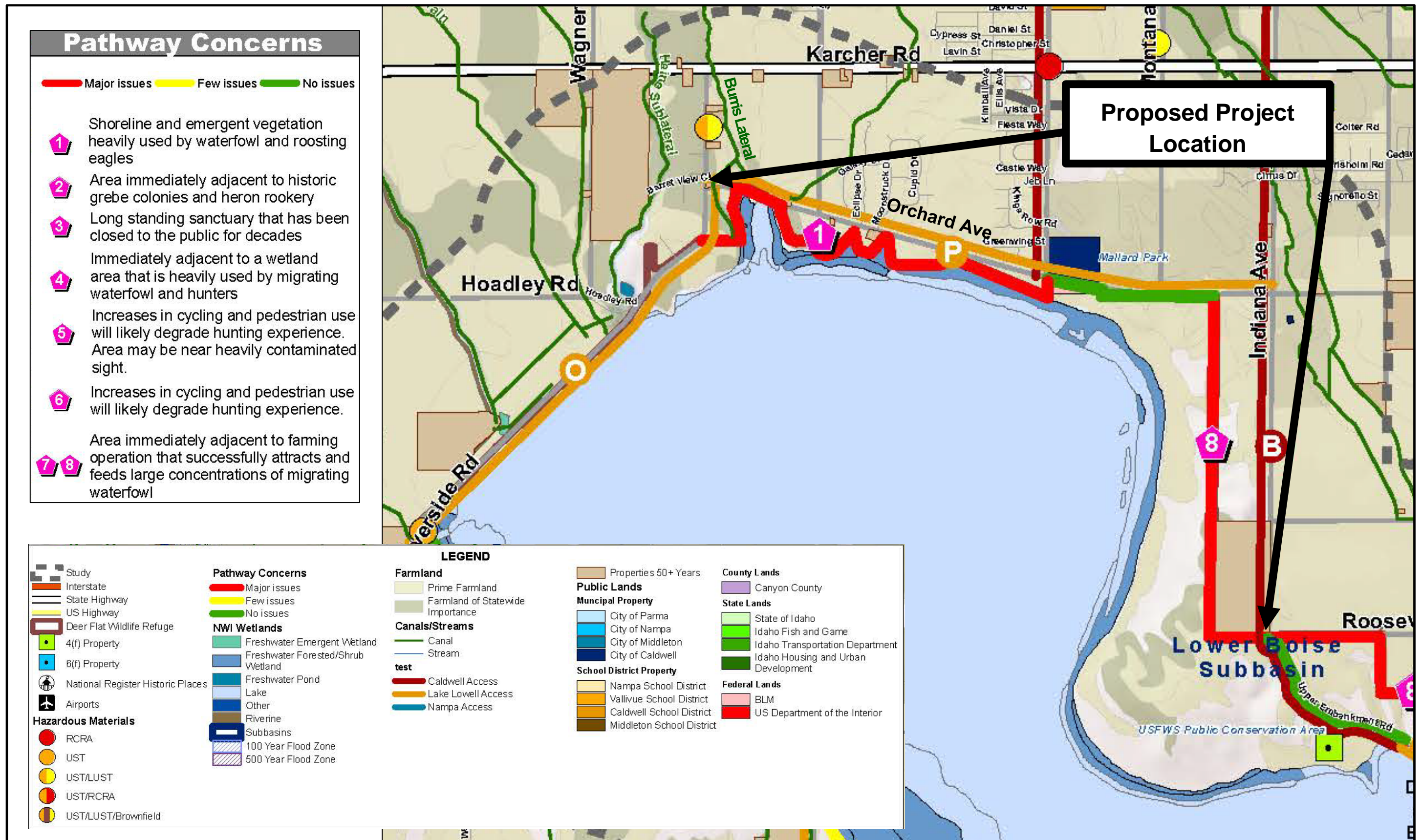
ENVIRONMENTAL SCAN & PERMITTING

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

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

- A qualified Cultural Resource Specialist will need to evaluate potential impacts to the Deer Flat National Wildlife Refuge, Mallard Park, and three potentially historic structures [4(f) resources] within the vicinity of the project area.
- A Storm Water Pollution Prevention Plan (SWPPP) and Construction General Permit (CGP) will likely be required due to the amount of proposed disturbance and bridge replacement work.
- A 404 permit will likely be required because the National Wetlands Inventory Map displays that there is heavy emergent vegetation along Lake Lowell, along Murphy's Neck. Additionally, the Burris Lateral is connected to Waters of the US; therefore, any work proposed below the Ordinary High Water Mark would be considered jurisdictional.
- A BOR permit and agreement would be required for the proposed bridge replacement and work that overlaps with BOR property and Orchard Avenue.
- A qualified Biologist will need to assess the Migratory Bird Act and Eagle Nesting Act to provide guidance, if necessary, for minimizing impacts to any known migratory birds within the project area.
- Consultation with the Refuge staff will be required. As shown in **Figure 8 – Environmental Resources Map** (from the Lake Lowell Area Bicycle and Pedestrian Access Plan), Refuge staff has identified 'Pathway Concerns' around the Refuge. Concerns are identified by color: red where a pathway would encounter major issues (shoreline and emergent vegetation heavily used by waterfowl and roosting eagles), yellow where a pathway or bike/pedestrian improvement would encounter few issues and green where no issues would be encountered. A red line is shown on the map along the south side of Orchard Avenue from Riverside Road to 10th Avenue. The line then changes to green from 10th avenue to Indiana Avenue, and finally changes back to a red line west of Indiana Avenue from Orchard Avenue to Roosevelt Avenue (however, this particular red line is related to a proposed separated path on the Refuge).

Figure 8 – Environmental Resources (Excerpt map from the Lake Lowell Area Bicycle and Pedestrian Access Plan)



PUBLIC INVOLVEMENT PLAN

A Draft Public Involvement Plan (PIP) was developed to provide framework to the Canyon Highway District No.4 for public involvement efforts recommended to engage with stakeholders. The PIP consists of a list of potential stakeholders, and general guidance on tasks for educating and engaging stakeholders and adjacent property owners throughout the various phases of the project. Suggested activities include key stakeholder interviews, news releases, and ongoing coordination/ information sharing with stakeholders (including the established Lake Lowell Area Bicycle and Pedestrian Access Plan Core Team, appointed and elected officials). A brief description is provided for each task in the PIP. See **Appendix E – Public Involvement Plan**.

COST ESTIMATE

Costs to-date invested in the proposed project include approximately \$38,000 (COMPASS Project Development program funds). These funds were used for professional services to develop all of the components of this report.

Once funding is secured, the next step will be to design and construct the proposed project. The Preliminary Construction Estimate is approximately \$2,171,600. Once a geotechnical investigation occurs, cost savings could potentially be realized if geotechnical investigation reveals sufficient base areas along Orchard Avenue. **See Appendix A – Concept Plan & Cost Estimate.**

FUNDING

It is recommended that the Canyon Highway District No.4, in partnership with COMPASS, apply for federal and/or state funding sources to fund the design and construction of the pathway. Potential funding sources include but are not limited to:

FEDERAL LANDS ACCESS PROGRAM (FLAP)

This would likely be the primary funding source for the project. This funding is managed by the Office of Federal Lands Highway (FLH) Western Federal Lands Highway Division. Funds are allocated for projects that provide access to Federal lands. FLAP projects are sponsored by both the federal land management agency and the local highway jurisdiction.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

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

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

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

COMMUNITIES IN MOTION (CIM) IMPLEMENTATION GRANT

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

RECREATIONAL TRAILS PROGRAM (RTP)

This funding source is managed by Idaho Department of Parks and Recreation (IDPR). Funds can be used for trailhead improvements, trail connections, abutments, shared costs, etc. A minimum local match of 20 percent would be required.

FOUNDATION GRANTS

There are multiple foundation grants to support bike/pedestrian projects. Since the Deer Flat National Wildlife Refuge/Lake Lowell is identified as a key Byway site (site no. 3) in the Snake River Canyon Scenic Byway Plan, wayfinding signage and/or branding could be incorporated with this project. As such, the Scenic Byway Committee is listed as a key stakeholder in the Public Involvement Plan.

Partnerships, donations, foundation grants, and local matching dollars are also possibilities for leveraging grant funds. The amount of match required to complete the project will depend on which funding sources Canyon Highway District No. 4 is successful in securing. While the match will ultimately be the responsibility of Canyon Highway District No. 4, additional funds may be sought from other agency partners and private entities to reduce the impact on the District's budget.

PROJECT SCHEDULE

This project schedule is based on the FLAP funding schedule. It is anticipated that FLAP notices and webinars are to occur in the fall/winter of 2018/ 2019, with FLAP applications due sometime in spring 2019. Once the project is selected for FLAP funding, it typically takes 2-3 years to complete, depending on readiness, timing and available funds.

| Task | Year 1 | | | | | | | | | | | | Year 2 | | | | | | | | | | | | Year 3 | | | | | |
|----------------------------------|--------|---|---|---|---|-------|---|---|---|---|---|---|-----------|---|---|-------|---|---|---|---|---|---|---|---|--------|---|---|----|----|---|
| | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J |
| Funds become available | █ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Funding Contract | █ | █ | █ | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Notice to Proceed | | | █ | █ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *Public Involvement | | | | | | PO/KS | | | | | | | PO/KS /PR | | | PO/PR | | | | | | | | | | | | PO | | |
| Survey | | | | | █ | █ | | | | | | | | | | | | | | | | | | | | | | | | |
| Finalize Concept | | | | | | █ | █ | | | | | | | | | | | | | | | | | | | | | | | |
| Environmental Approval | | | | | | | | █ | █ | █ | | | | | | | | | | | | | | | | | | | | |
| Preliminary Design | | | | | | | | █ | █ | █ | | | | | | | | | | | | | | | | | | | | |
| Final Design | | | | | | | | | | | █ | █ | █ | | | | | | | | | | | | | | | | | |
| Utility Plans | | | | | | | | | | | | █ | █ | | | | | | | | | | | | | | | | | |
| PS&E | | | | | | | | | | | | | █ | █ | █ | | | | | | | | | | | | | | | |
| Bidding and Contractor Selection | | | | | | | | | | | | | | | █ | █ | | | | | | | | | | | | | | |
| **Construction | | | | | | | | | | | | | | | | | | | | | | | | | | | | BW | SR | |

Public Involvement Schedule Legend (*)

- PO – Property Owner Outreach
- KS – Key Stakeholder Outreach
- PR – Press Release

Construction Schedule Legend ()**

- BW – Bridge work
- SR – Shared roadway work

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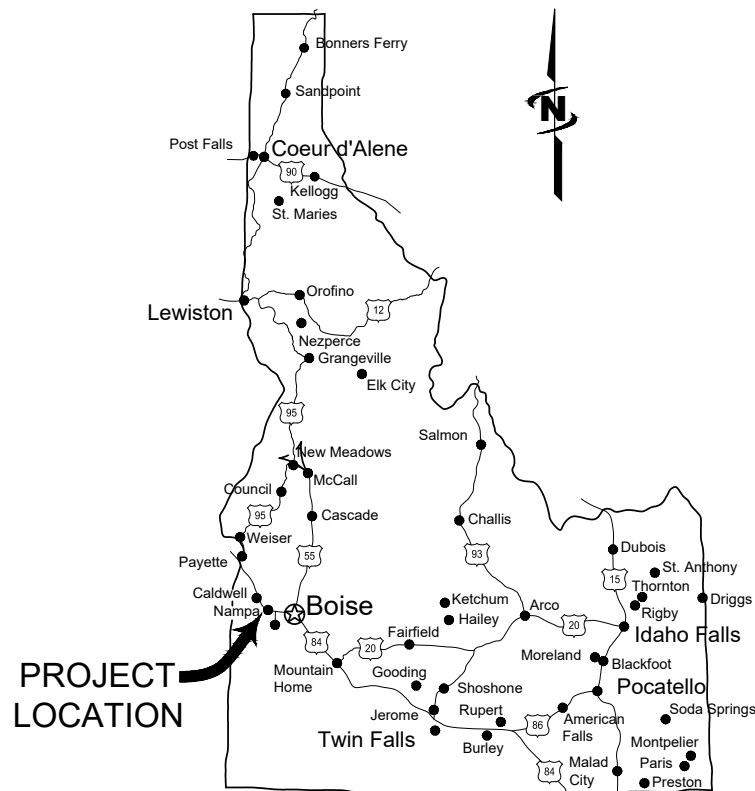
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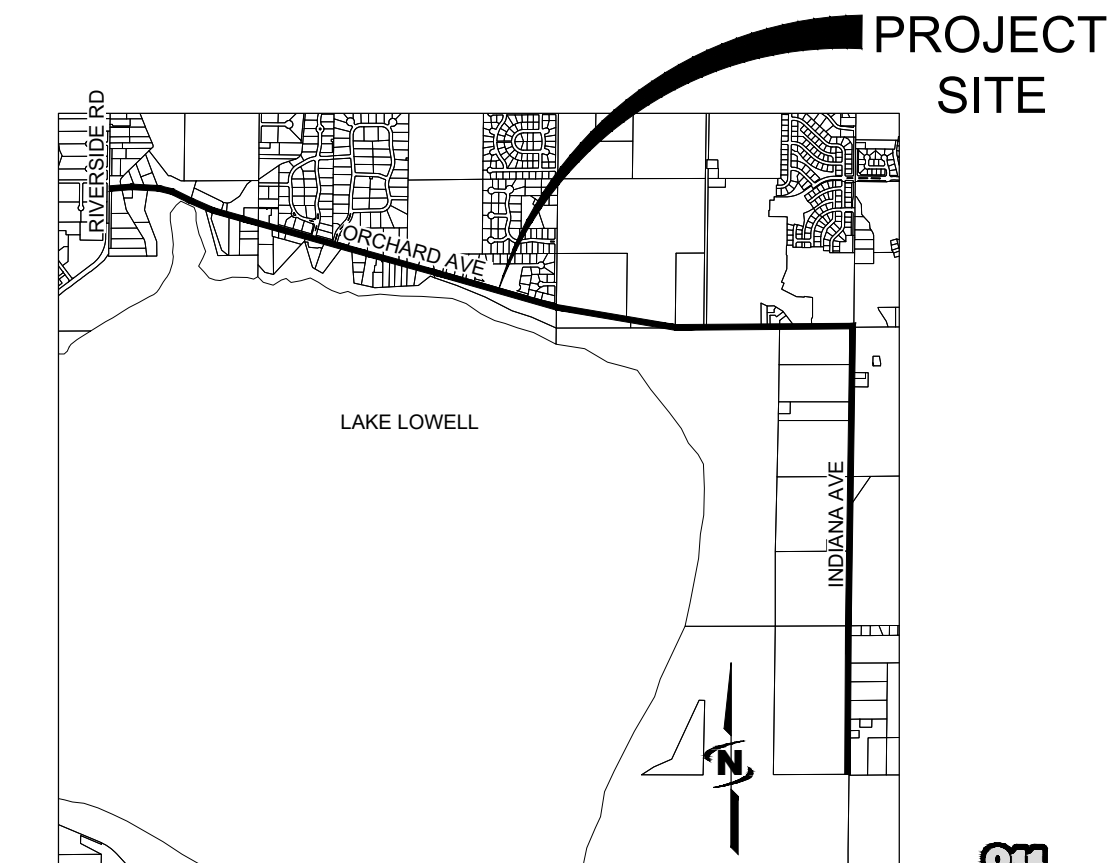
CONCEPT PLAN & COST ESTIMATE

INDIANA AVENUE AND ORCHARD AVENUE
SHARED ROADWAY

COMPASS ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN 2018



AREA MAP



VICINITY MAP

PRELIMINARY NOT FOR CONSTRUCTION

INDEX OF SHEETS

| NUMBER | DESCRIPTION |
|--------|---|
| G-001 | COVER SHEET |
| G-002 | TYPICAL SECTIONS |
| G-003 | TYPICAL SECTIONS |
| C-101 | ORCHARD AVE |
| C-102 | ORCHARD AVE |
| C-103 | ORCHARD AVE |
| C-104 | ORCHARD AVE |
| C-105 | ORCHARD AVE |
| C-106 | ORCHARD AVE |
| C-107 | ORCHARD AVE |
| C-108 | ORCHARD AVE |
| C-109 | ORCHARD AVE |
| C-110 | ORCHARD AVE |
| C-111 | ORCHARD AVE |
| C-112 | ORCHARD AVE |
| C-113 | ORCHARD AVE |
| C-114 | ORCHARD AVE |
| C-115 | ORCHARD AVE AND INDIANA AVE |
| C-116 | INDIANA AVE |
| C-117 | INDIANA AVE |
| C-118 | INDIANA AVE |
| C-119 | INDIANA AVE |
| C-120 | INDIANA AVE |
| C-121 | INDIANA AVE |
| C-122 | INDIANA AVE |
| C-123 | INDIANA AVE |
| C-301 | CROSS SECTIONS STA: 6+00 TO STA: 11+50 |
| C-302 | CROSS SECTIONS STA: 12+00 TO STA: 17+50 |
| C-303 | CROSS SECTIONS STA: 18+00 TO STA: 23+00 |



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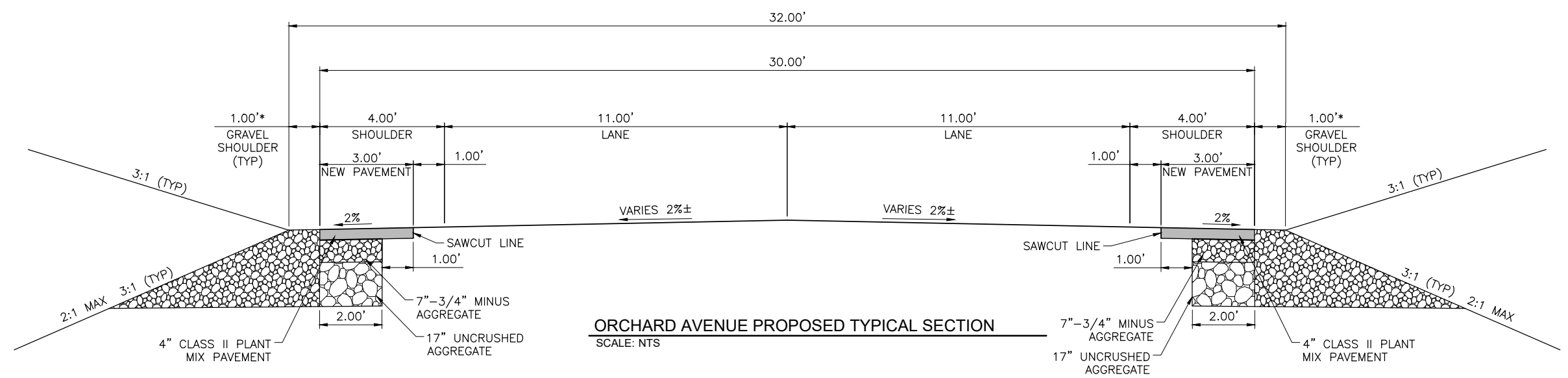
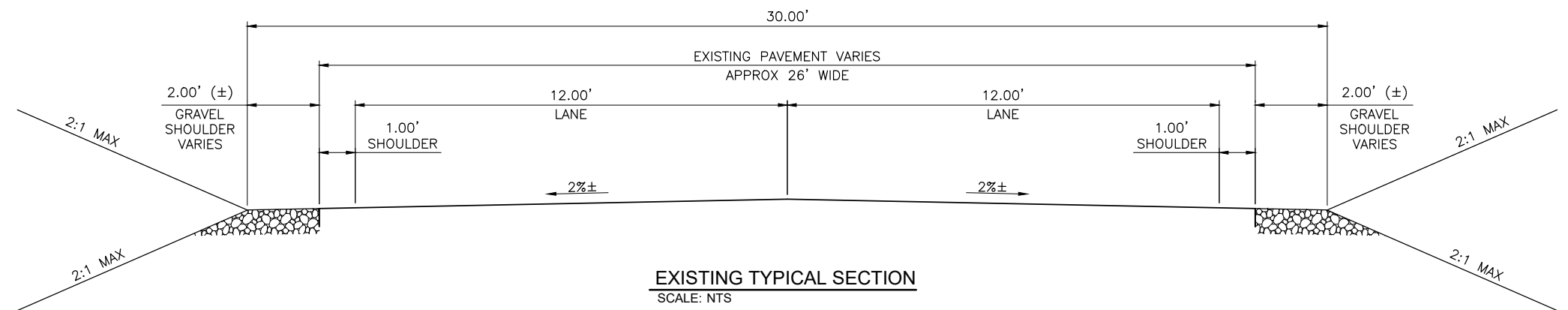
ORCHARD AVE AND INDIANA AVE SHARED ROADWAY
CONCEPT PLAN
TYPICAL SECTIONS

FILE: 10-18-002-G-002
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
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ONE INCH
 AT FULL SIZE, IF NOT ONE
 INCH, SCALE ACCORDINGLY

LAST UPDATED: 6/14/2018

SHEET NUMBER:
G-002



Plot Date: 6/16/2018 11:38 AM Plotted By: Matt Stippie
Date Created: 4/2/2018 10:02 AM Project: SUB10-18-002 COMPASS INDIANA ORCHARD AVE CAD SHEET 10-18-002 G-002.DWG



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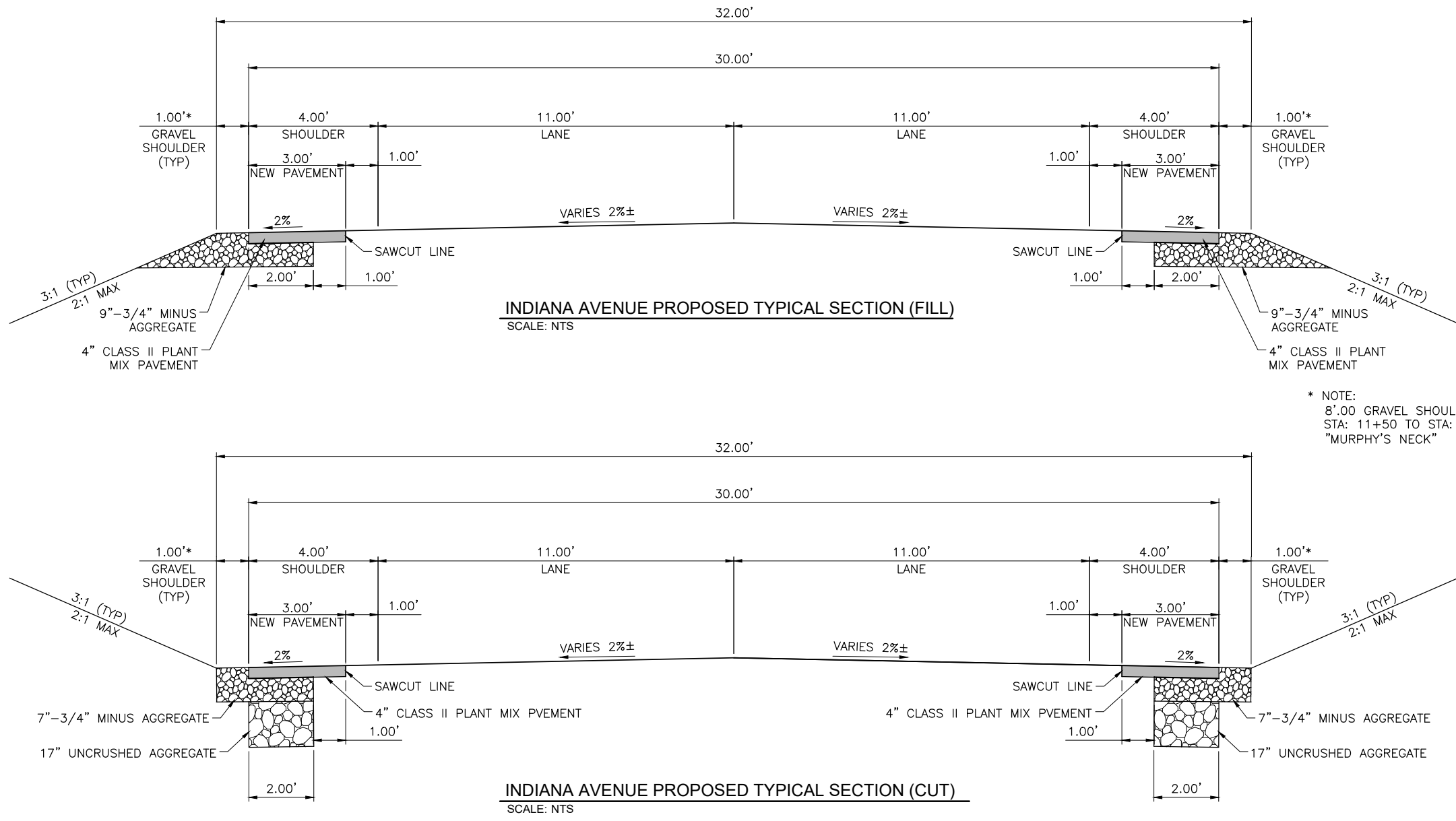
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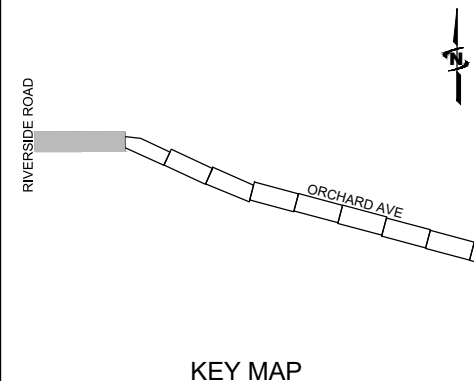
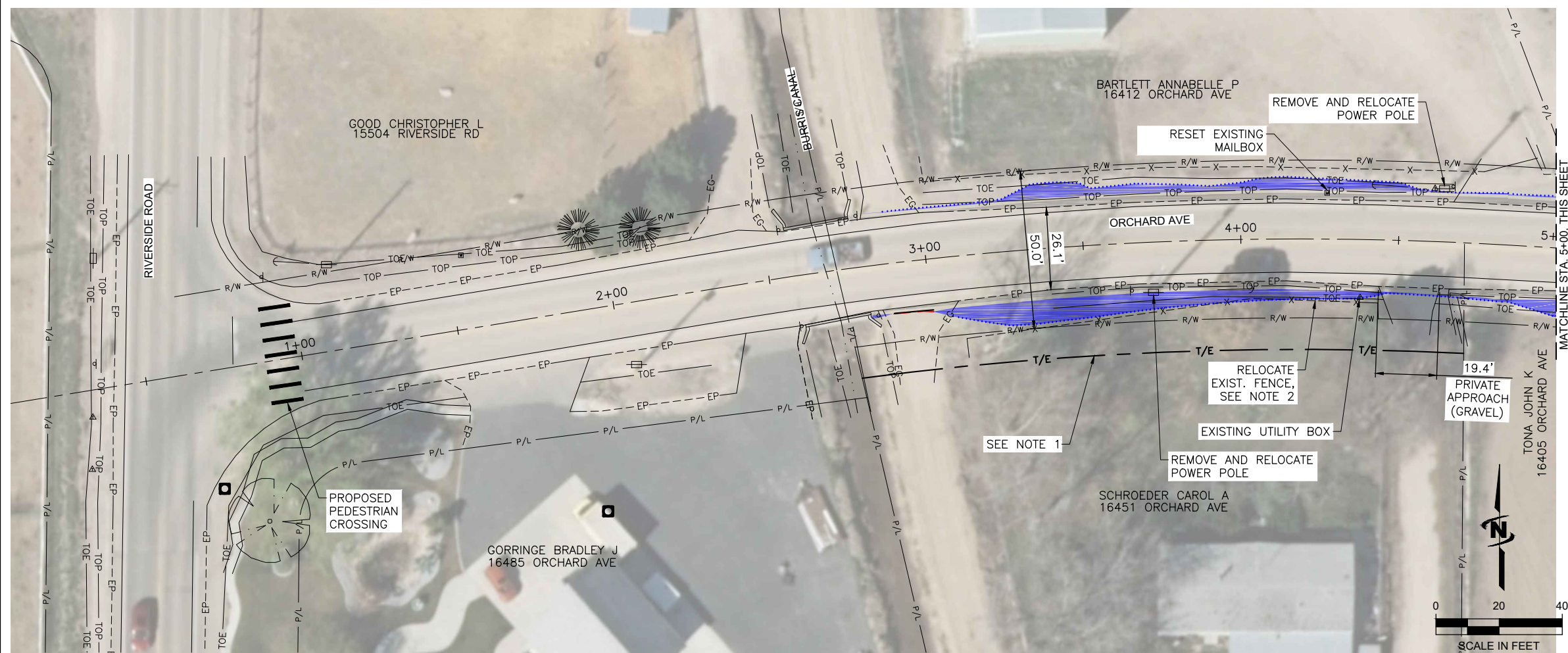
ORCHARD AVE AND INDIANA AVE SHARED ROADWAY
CONCEPT PLAN
TYPICAL SECTIONS

FILE: 10-18-002-G-002
JUB PROJ. #: 10-18-002
DRAWN BY: SMD
DESIGN BY: SMD
CHECKED BY: TAB

ONE INCH
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INCH, SCALE ACCORDINGLY
LAST UPDATED: 6/14/2018

SHEET NUMBER:
G-003





LEGEND

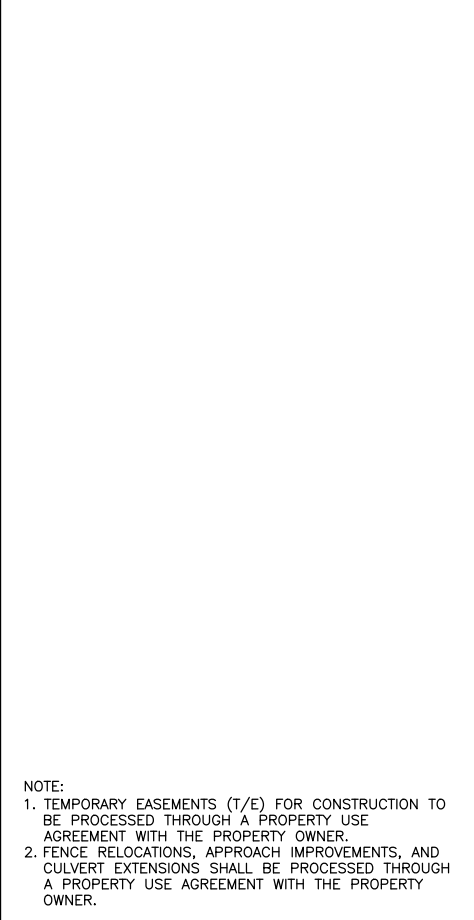
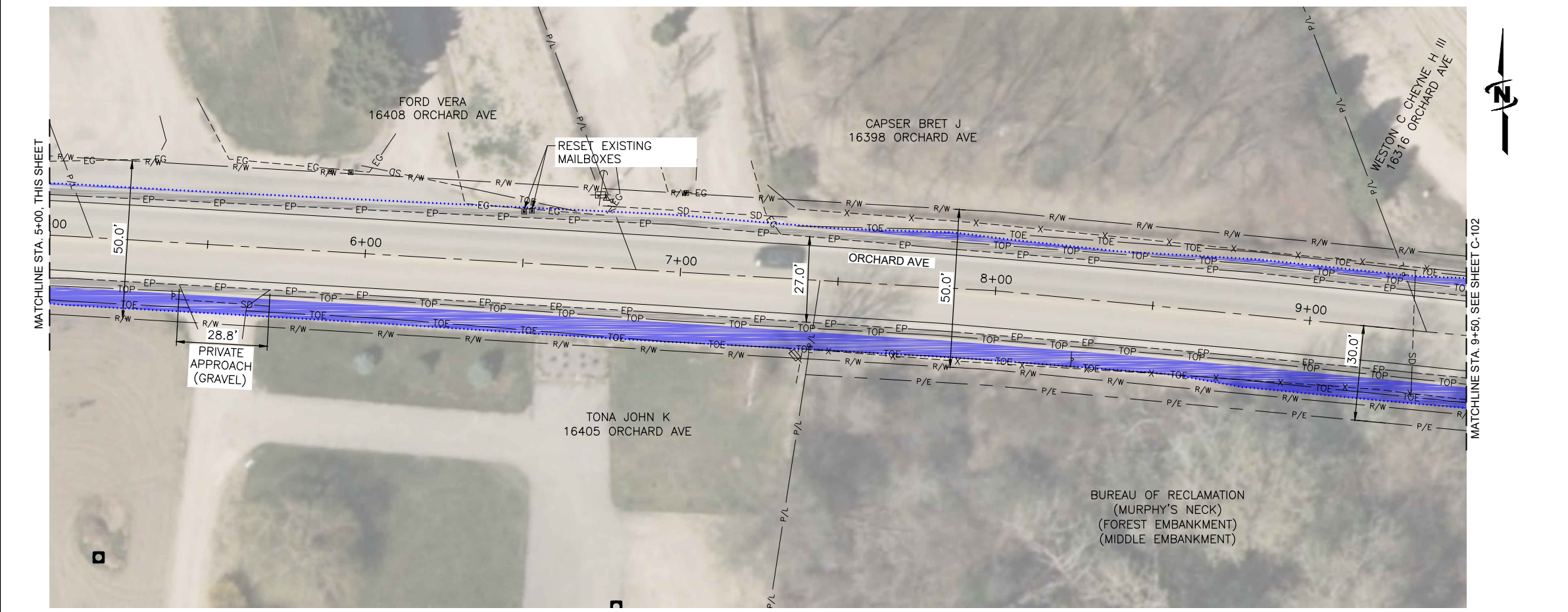
- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

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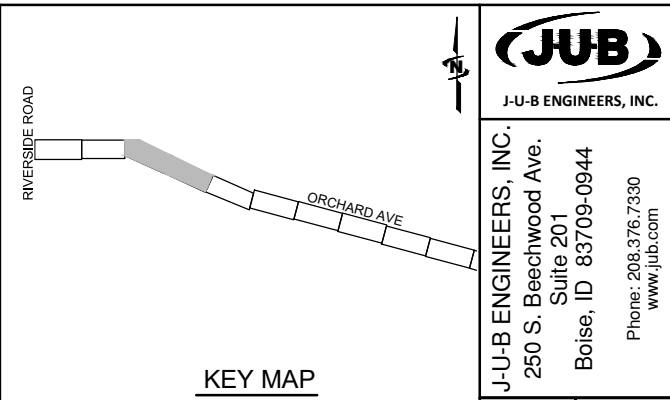
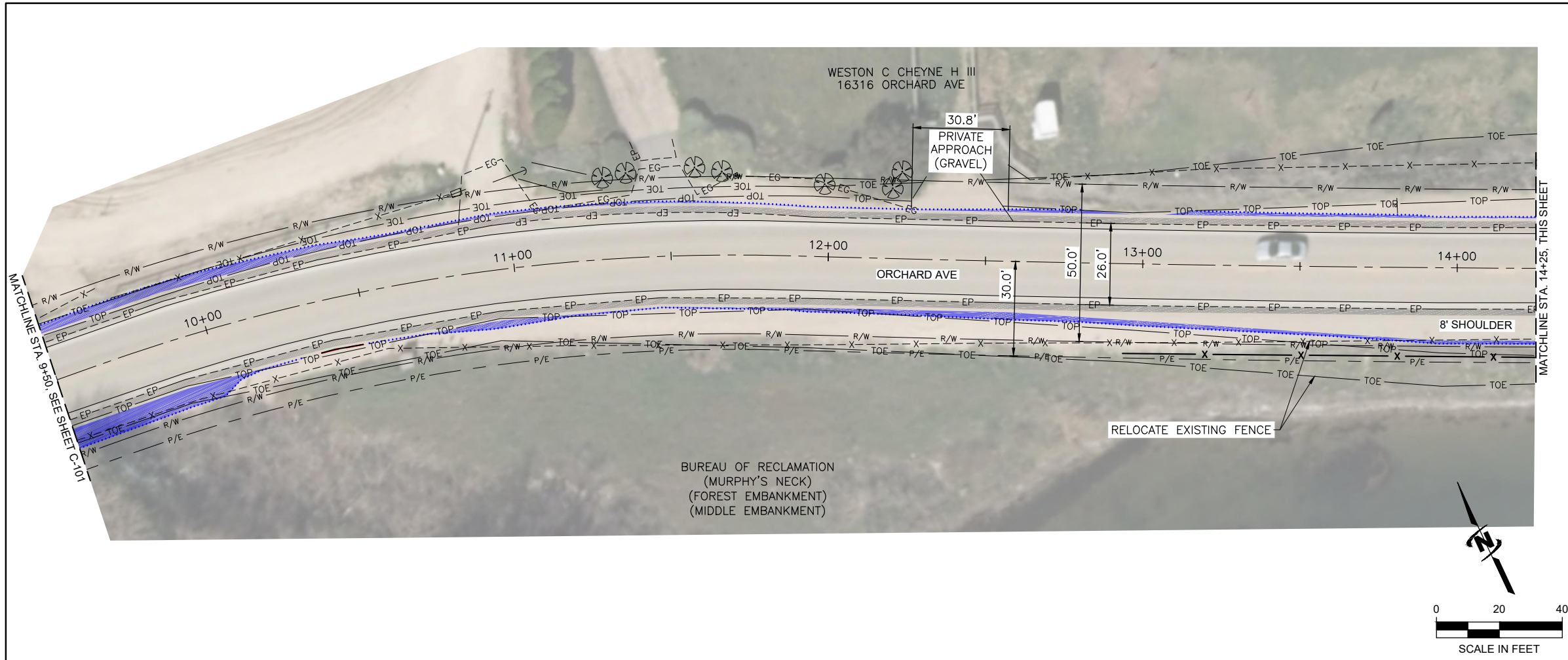


ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN
ORCHARD AVE

FILE: 10-18-002_001X
JUB PROJ. #: 10-18-002
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DESIGN BY: SMD
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AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY
LAST UPDATED: 8/16/2018
SHEET NUMBER:
C-101

Plot Date: 8/16/2018 11:38 AM Plotted By: Matt Stippie
 Date Created: 7/24/2018 P:\PROJECTS\SUB10-18-002\COMPASS INDIANA ORCHARD AVE\CAD\SHEET10-18-002_001X.DWG

NOTE:
 1. TEMPORARY EASEMENTS (T/E) FOR CONSTRUCTION TO BE PROCESSED THROUGH A PROPERTY USE AGREEMENT WITH THE PROPERTY OWNER.
 2. FENCE RELOCATIONS, APPROACH IMPROVEMENTS, AND CULVERT EXTENSIONS SHALL BE PROCESSED THROUGH A PROPERTY USE AGREEMENT WITH THE PROPERTY OWNER.

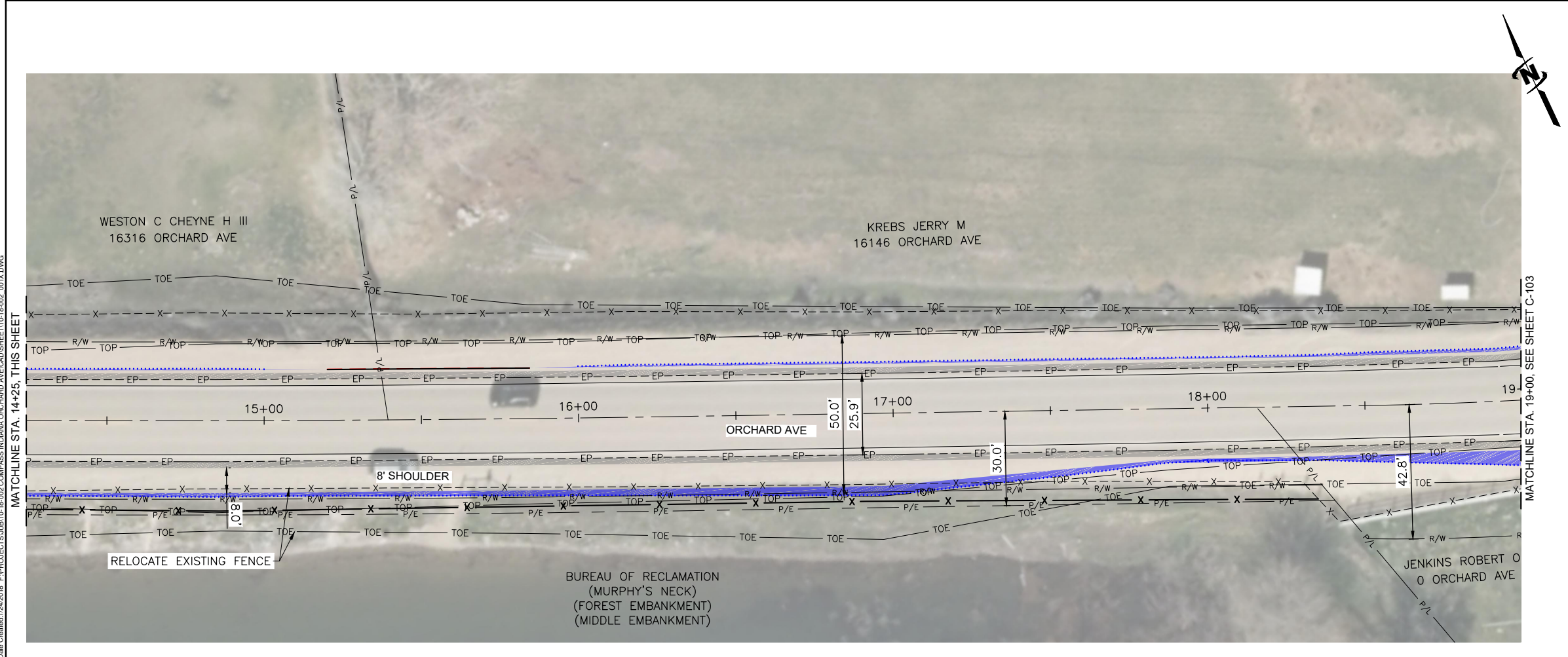
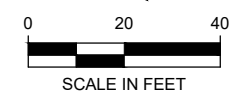


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LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

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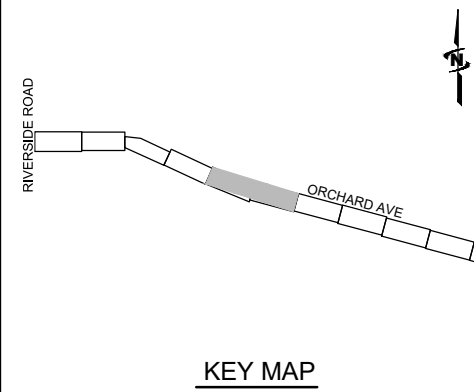
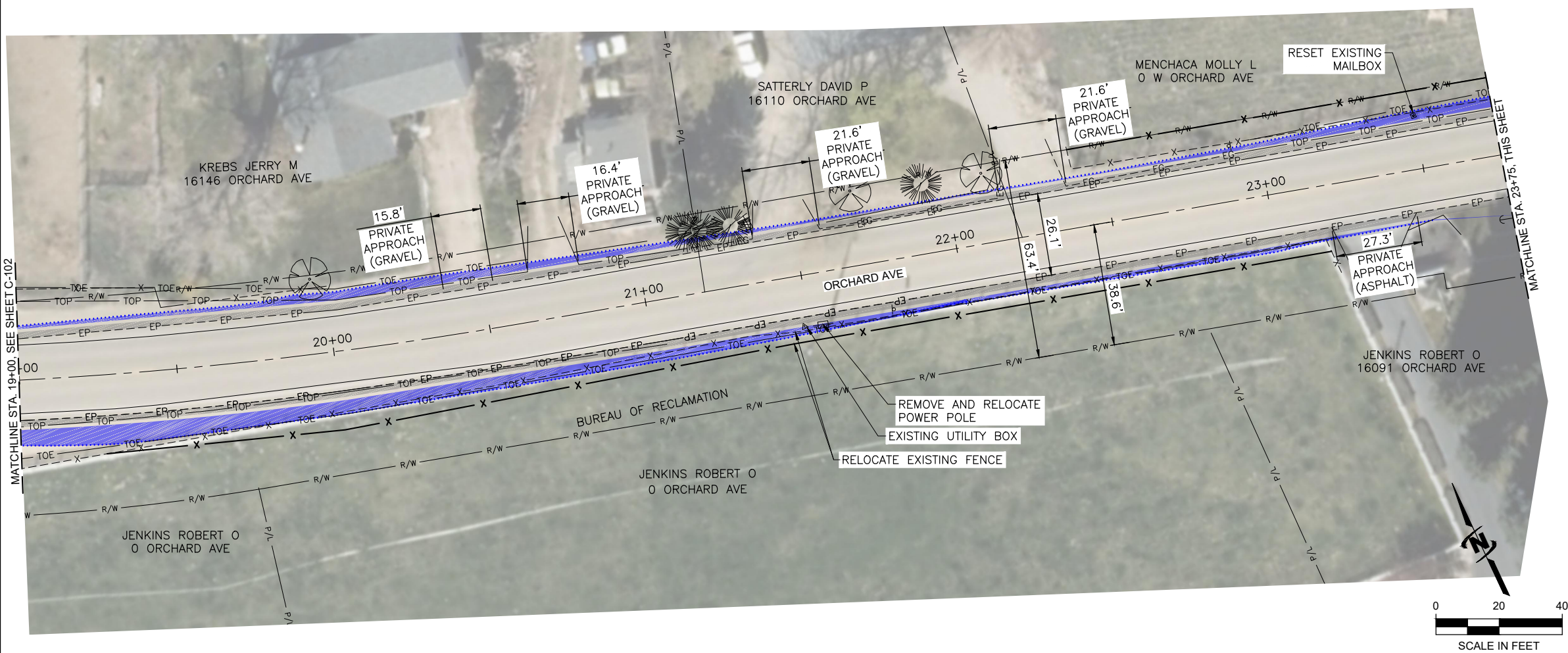
ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN

ORCHARD AVE

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FILE: 10-18-002_001X
JUB PROJ. #: 10-18-002
DRAWN BY: SMD
DESIGN BY: SMD
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LAST UPDATED: 8/16/2018
SHEET NUMBER:
C-102

Plot Date: 8/16/2018 11:38 AM Plotted By: Matt Stimpert
Date Created: 7/24/2018 P:\PROJECTS\SUB10-18-002\COMPASS INDIANA ORCHARD AVE\CAD\10-18-002_001X.DWG



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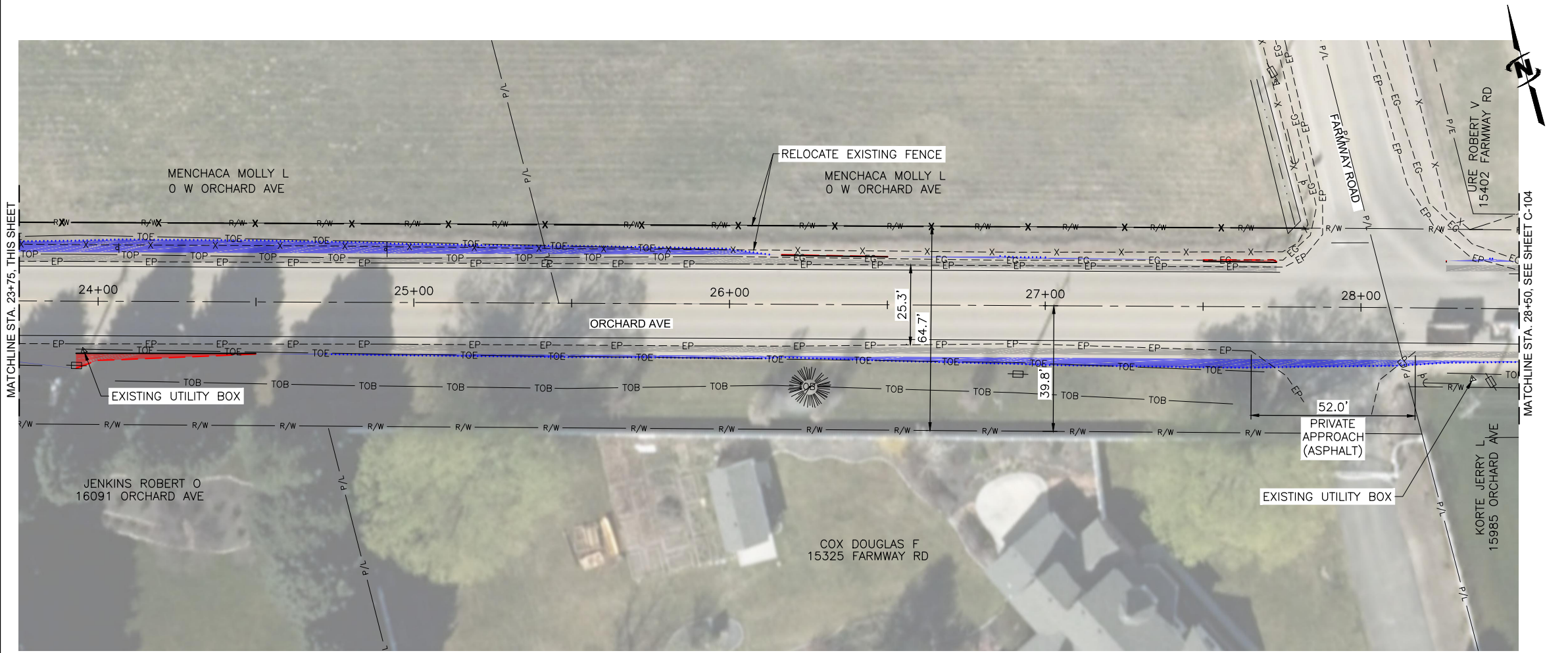
- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

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 ORCHARD AVE

NOTE:
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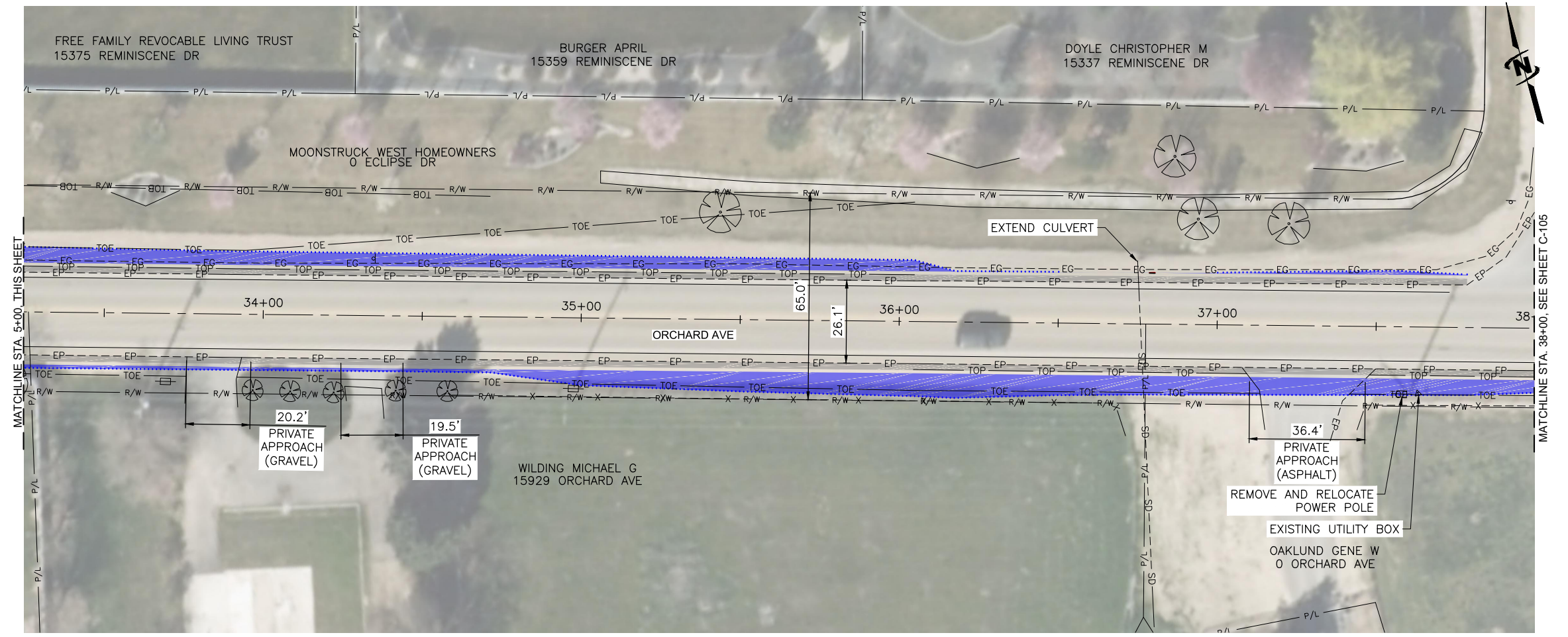
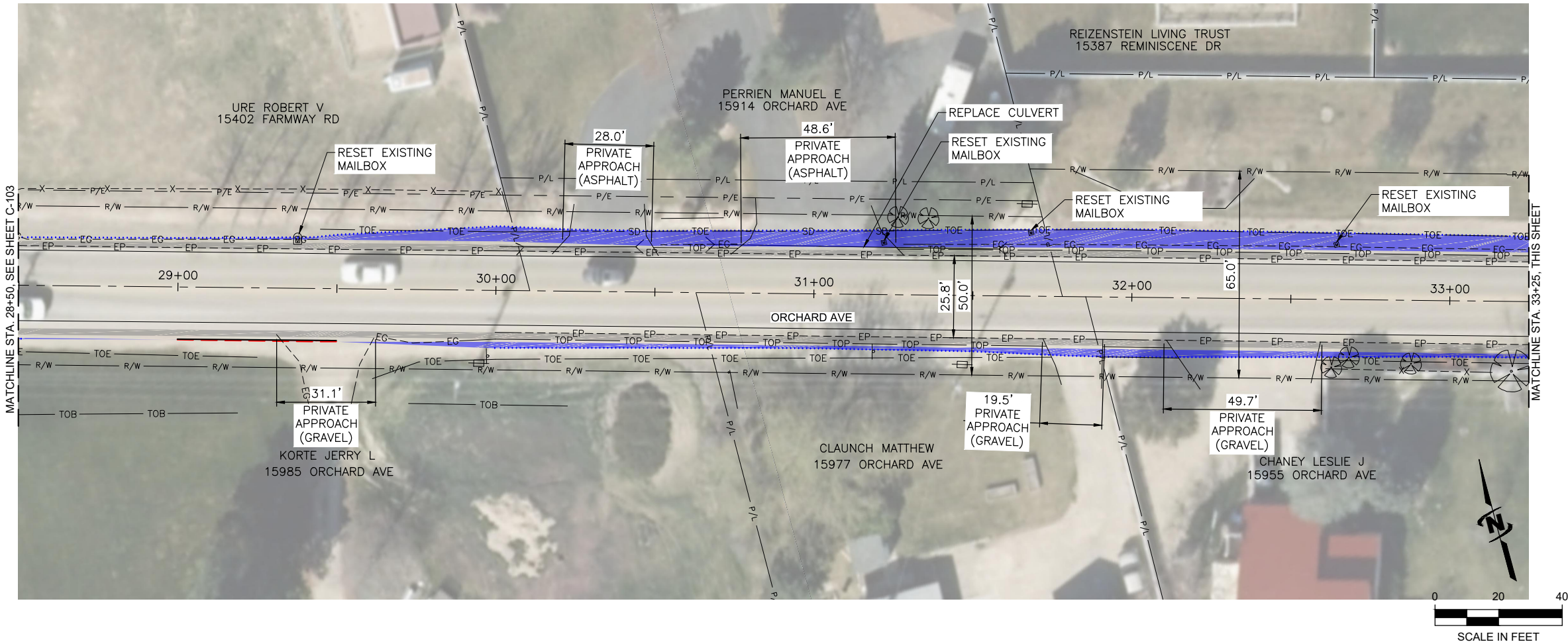
FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
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SHEET NUMBER:
C-103

Plot Date: 8/16/2018 11:37 AM Plotted By: Matt Stipple
 Date Created: 7/24/2018 P:\PROJECTS\JUB\10-18-002\COMPASS INDIANA ORCHARD AVE\CAD\SHEET\10-18-002_001X.DWG

File Date: 10/16/2018 11:37 AM Plotted By: Matt Stipple
 Date Created: 7/24/2018 1:02:02 PM COMPASS INDIANA ORCHARD AVE CAD SHEET 10-18-002 01X.DWG



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KEY MAP

LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN

ORCHARD AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
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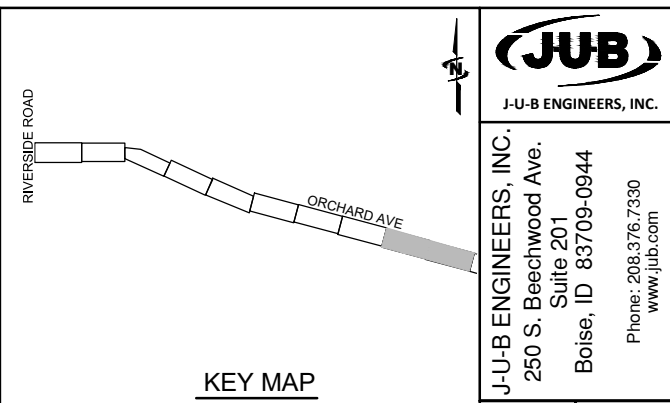
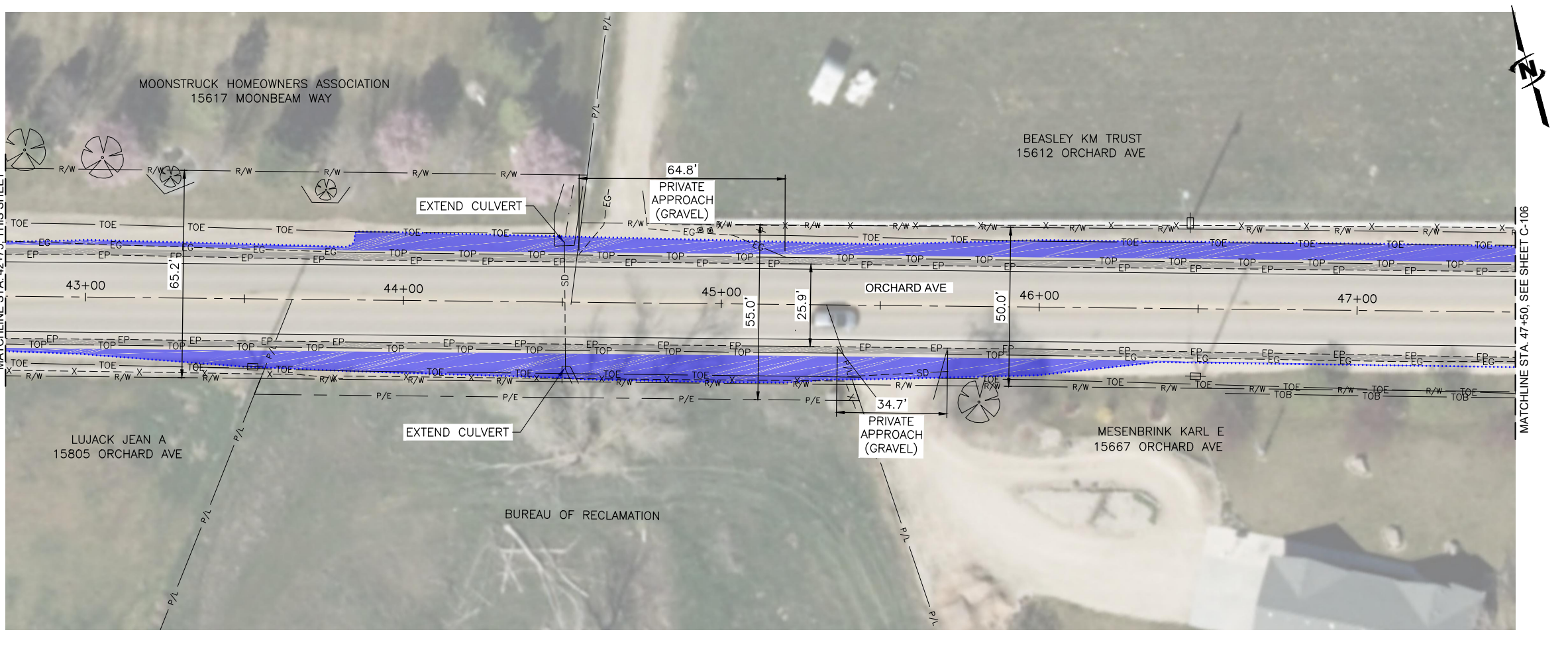
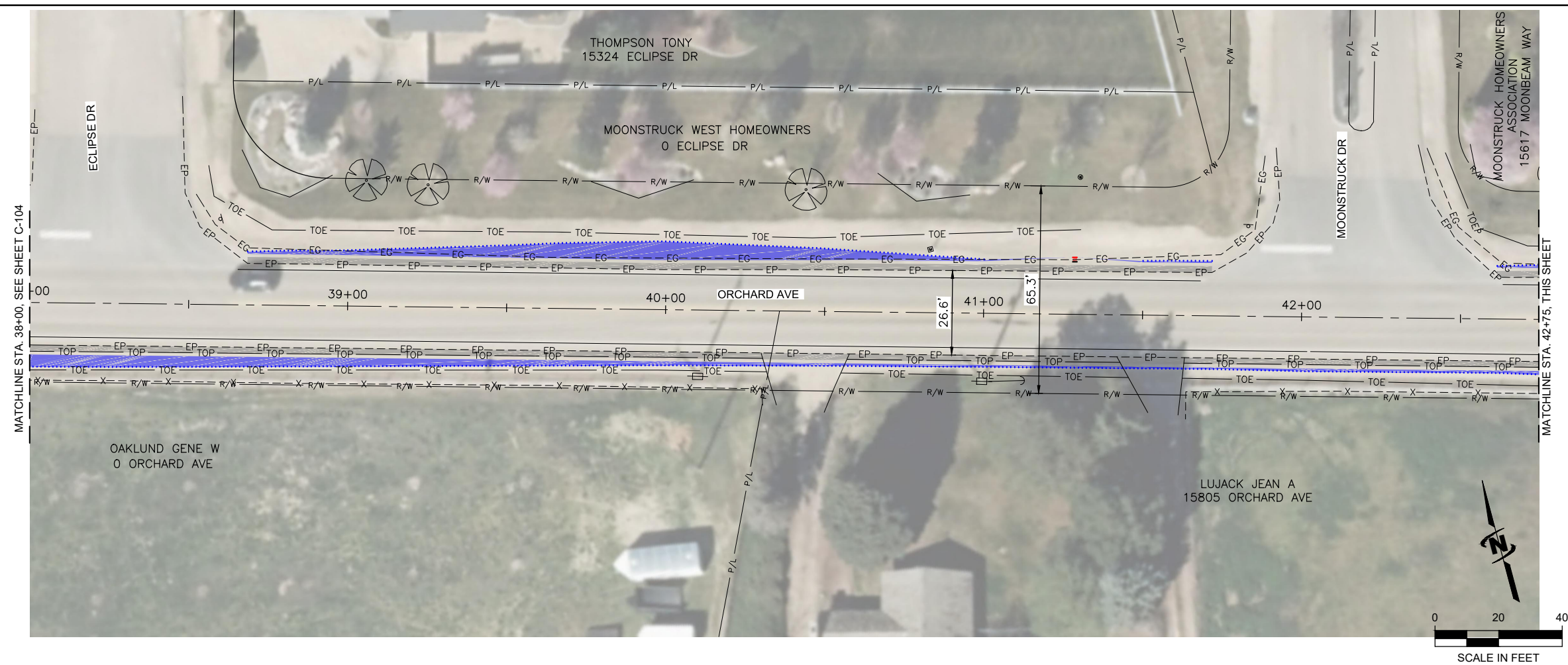
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SHEET NUMBER:
C-104

NOTE: FENCE RELOCATIONS, APPROACH IMPROVEMENTS, AND CULVERT EXTENSIONS SHALL BE PROCESSED THROUGH A PROPERTY USE AGREEMENT WITH THE PROPERTY OWNER.

File Date: 01/16/2018 11:37 AM Plotted By: Matt Stippie
 Date Created: 12/24/2018 P:\PROJECTS\SUB10-18-022\COMPASS INDIANA ORCHARD AVE\CAD\SHEET\10-18-022_001X.DWG



LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

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 ORCHARD AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
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NOTE: FENCE RELOCATIONS, APPROACH IMPROVEMENTS, AND CULVERT EXTENSIONS SHALL BE PROCESSED THROUGH A PROPERTY USE AGREEMENT WITH THE PROPERTY OWNER.

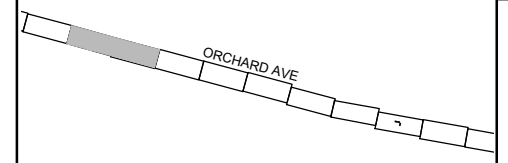
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 LAST UPDATED: 8/16/2018

SHEET NUMBER:
C-105



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KEY MAP

LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN

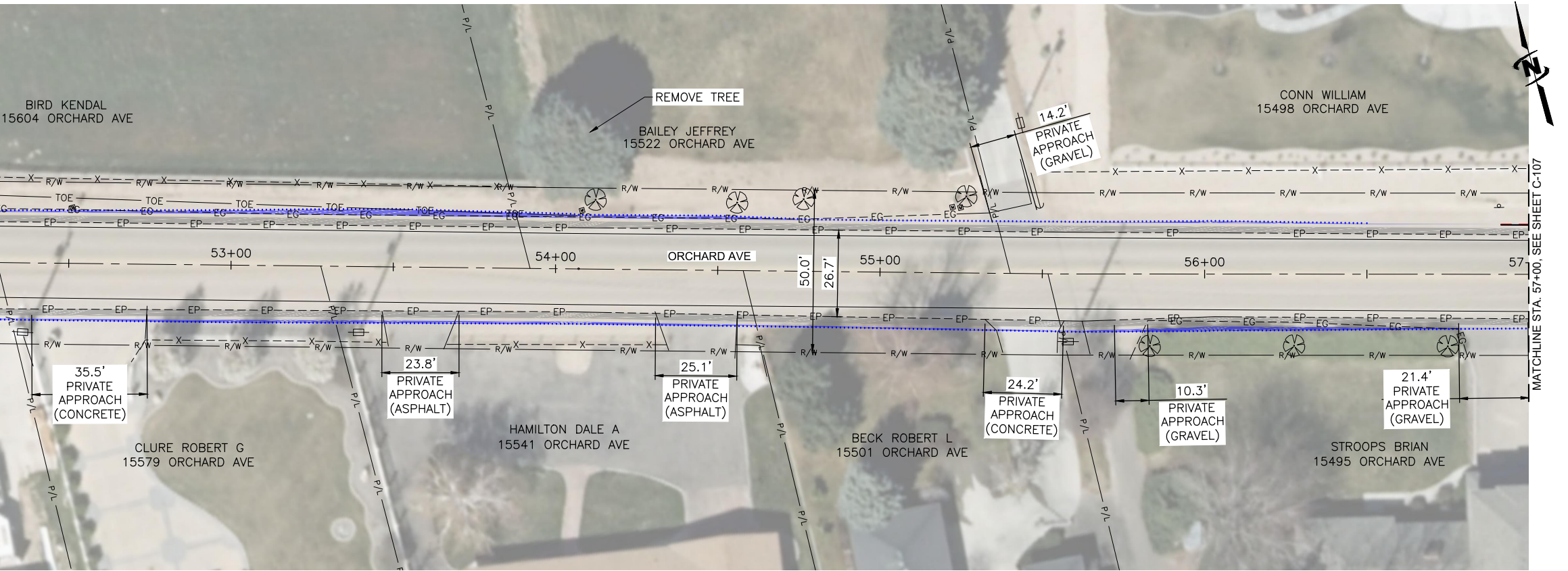
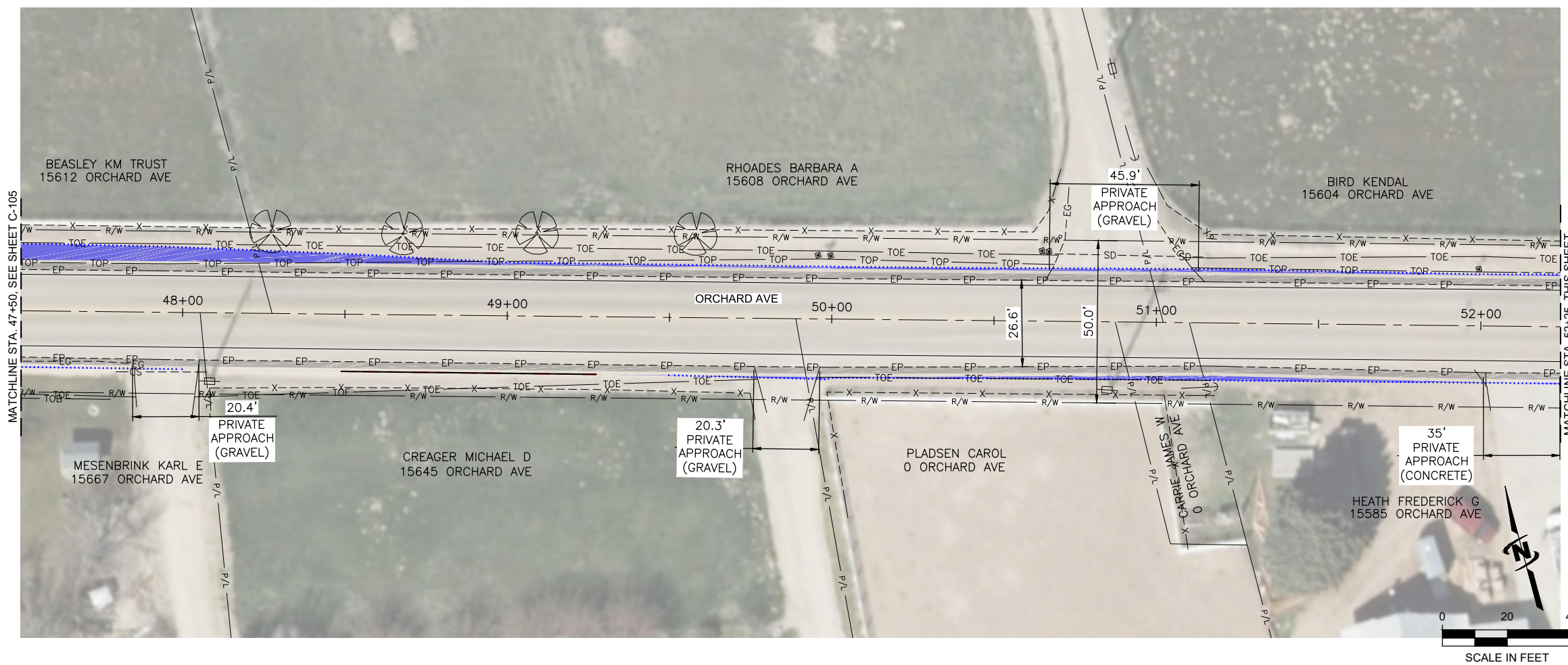
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NOTE:
 FENCE RELOCATIONS, APPROACH IMPROVEMENTS, AND CULVERT EXTENSIONS SHALL BE PROCESSED THROUGH A PROPERTY USE AGREEMENT WITH THE PROPERTY OWNER.

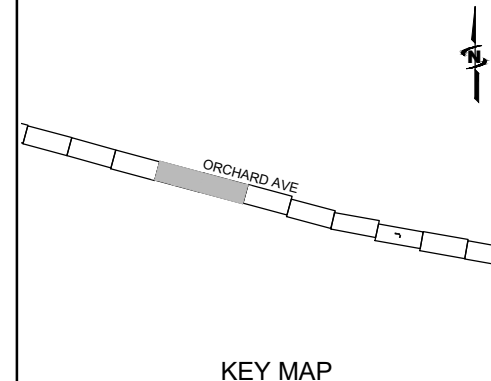
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LAST UPDATED: 8/16/2018

SHEET NUMBER:
C-106



Plot Date: 8/16/2018 11:37 AM Plotted By: Matt Stippie
Date Created: 7/24/2018 P:\PROJECTS\JUB\10-18-002 COMPASS INDIANA ORCHARD AVE\CAD\SHEET\10-18-002_001X.DWG



LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

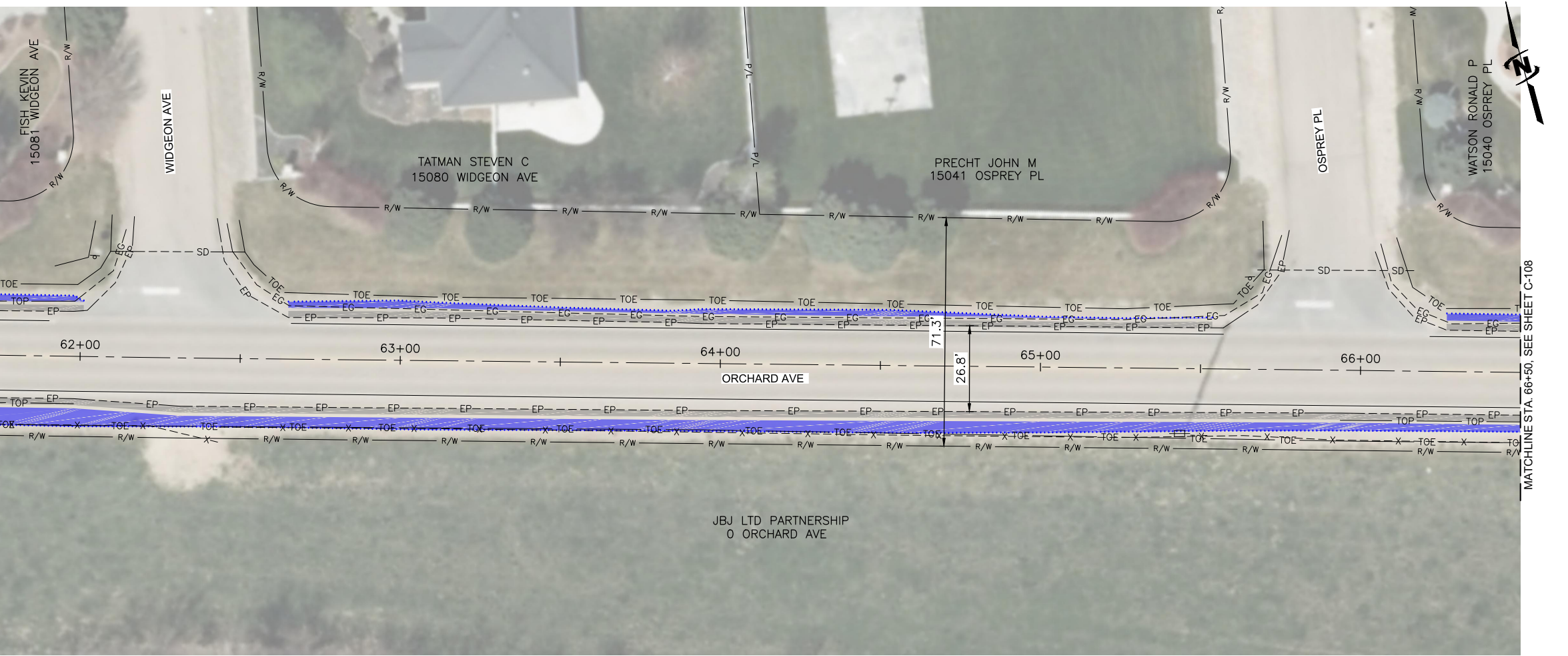
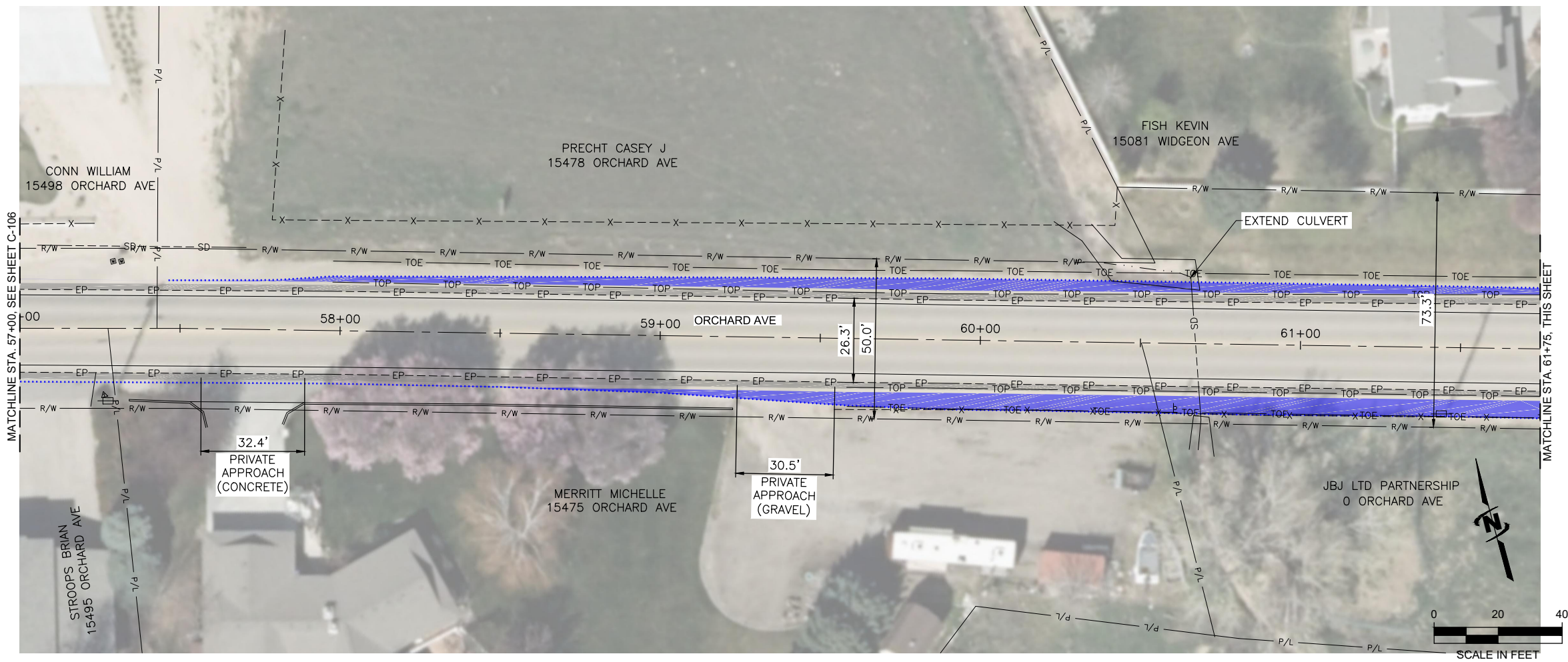
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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN

ORCHARD AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB

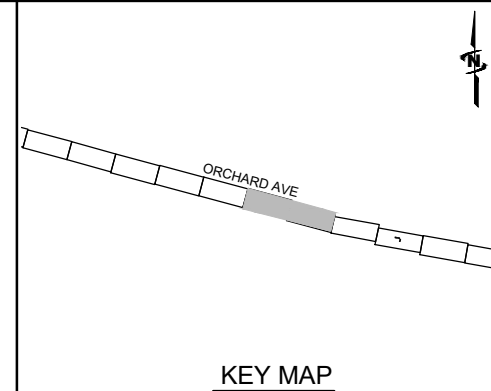
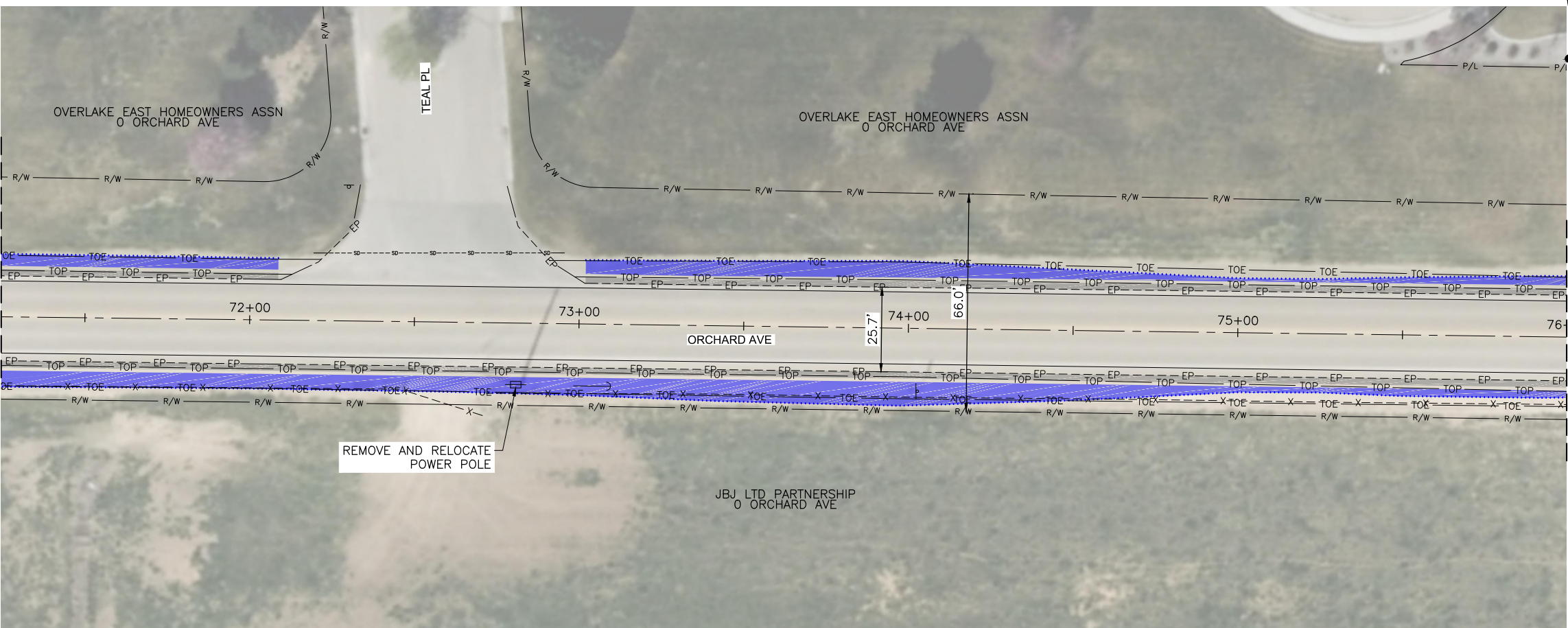
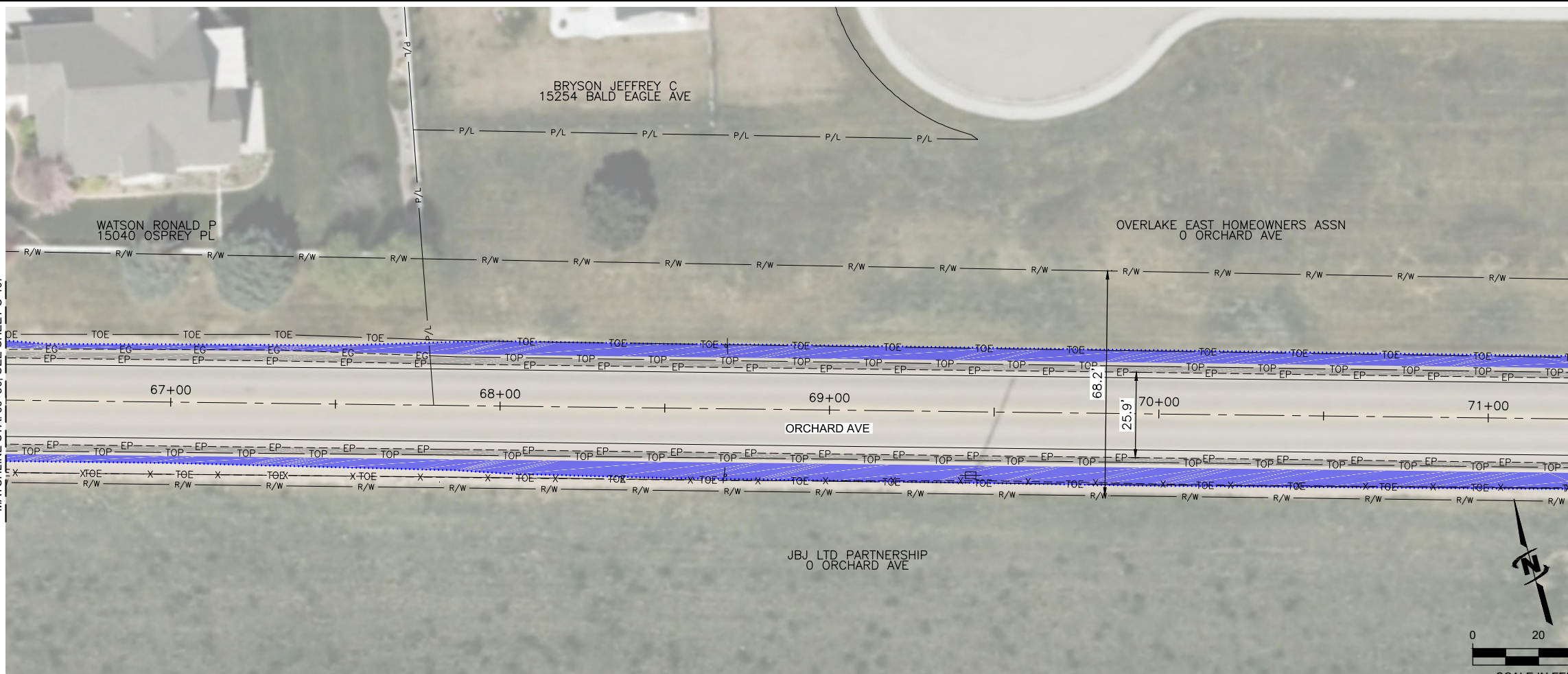
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LAST UPDATED: 8/16/2018

SHEET NUMBER:
C-107

File Date: 8/16/2018 11:39 AM Plotted By: Matt Stippie
 Date Created: 7/24/2018 P:\PROJECTS\SUB10-18-002\COMPASS INDIANA ORCHARD AVE\CAD\10-18-002_001X.DWG



LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

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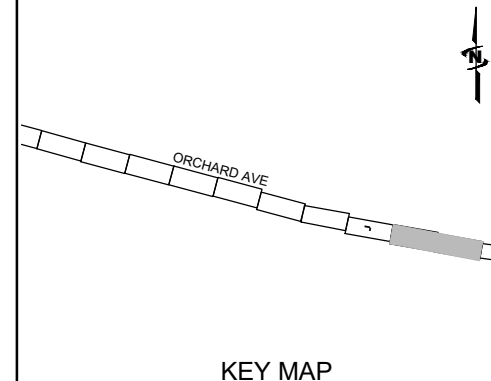
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 ORCHARD AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
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 AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY
 LAST UPDATED: 8/16/2018
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NOTE:
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KEY MAP

LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

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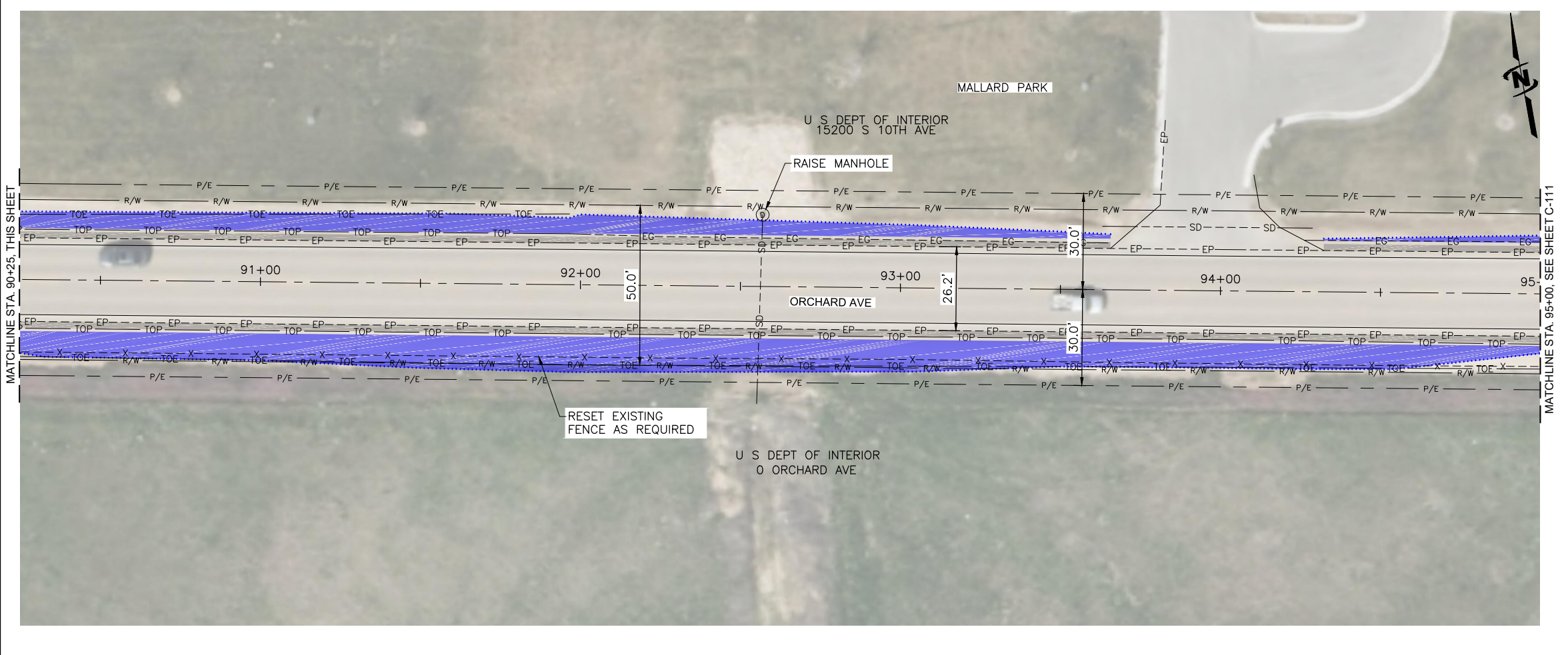
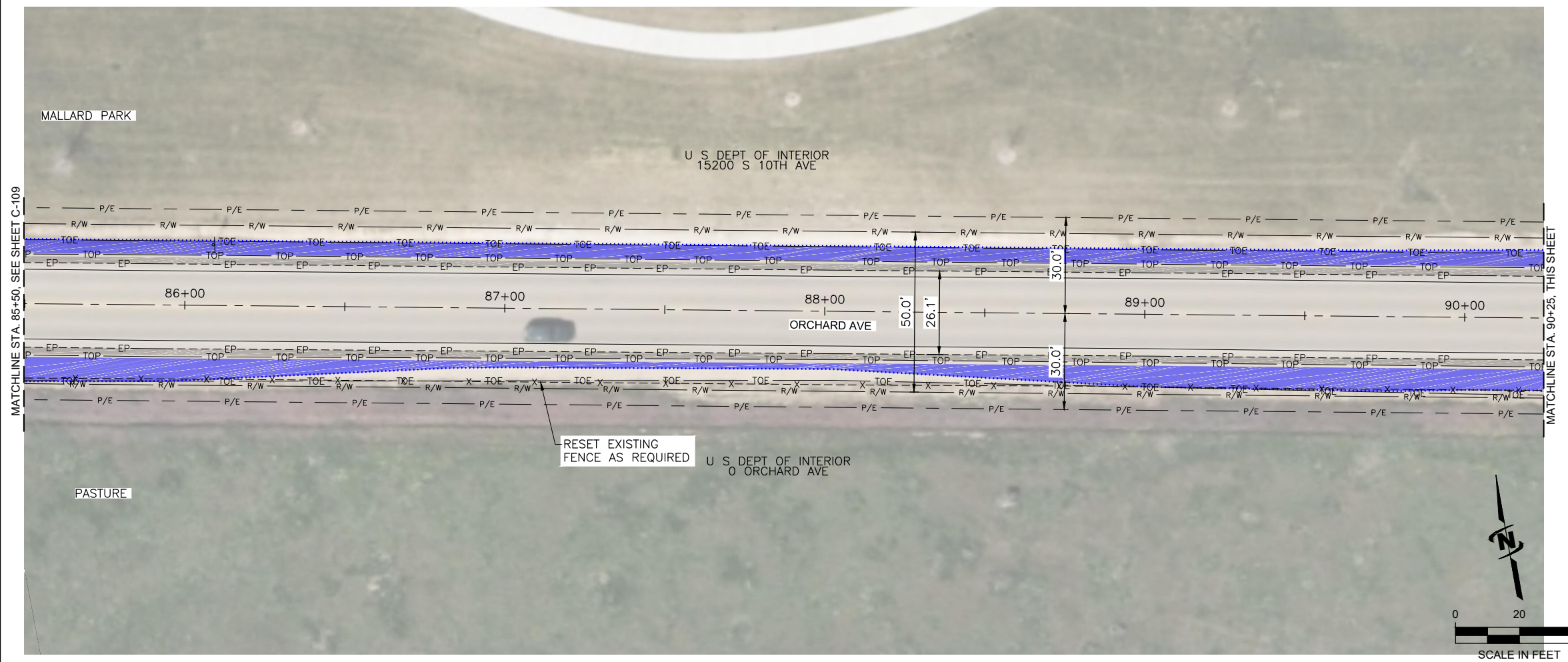
| NO. | REVISION | DESCRIPTION | BY | APPR. | DATE |
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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY
CONCEPT PLAN

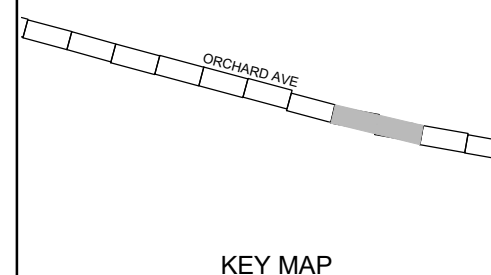
ORCHARD AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB
 AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY
 LAST UPDATED: 8/16/2018
 SHEET NUMBER:
C-110

NOTE:
 FENCE RELOCATIONS, APPROACH IMPROVEMENTS, AND CULVERT EXTENSIONS SHALL BE PROCESSED THROUGH A PROPERTY USE AGREEMENT WITH THE PROPERTY OWNER.



File Date: 8/16/2018 11:39 AM Plotted By: Matt Stippie
 Date Created: 7/24/2018 P:\PROJECTS\SUB10-18-002\COMPASS INDIANA ORCHARD AVE\CAD\SHR10-18-002_001X.DWG



KEY MAP

LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

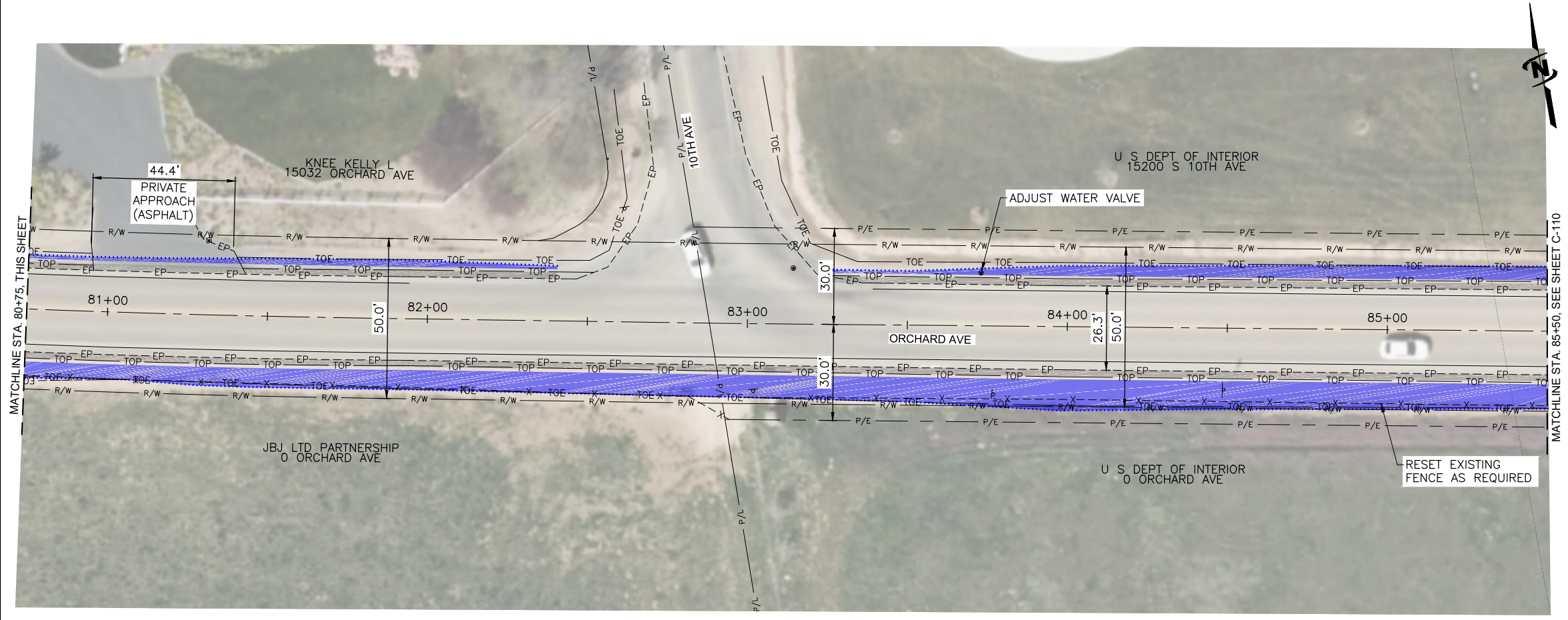
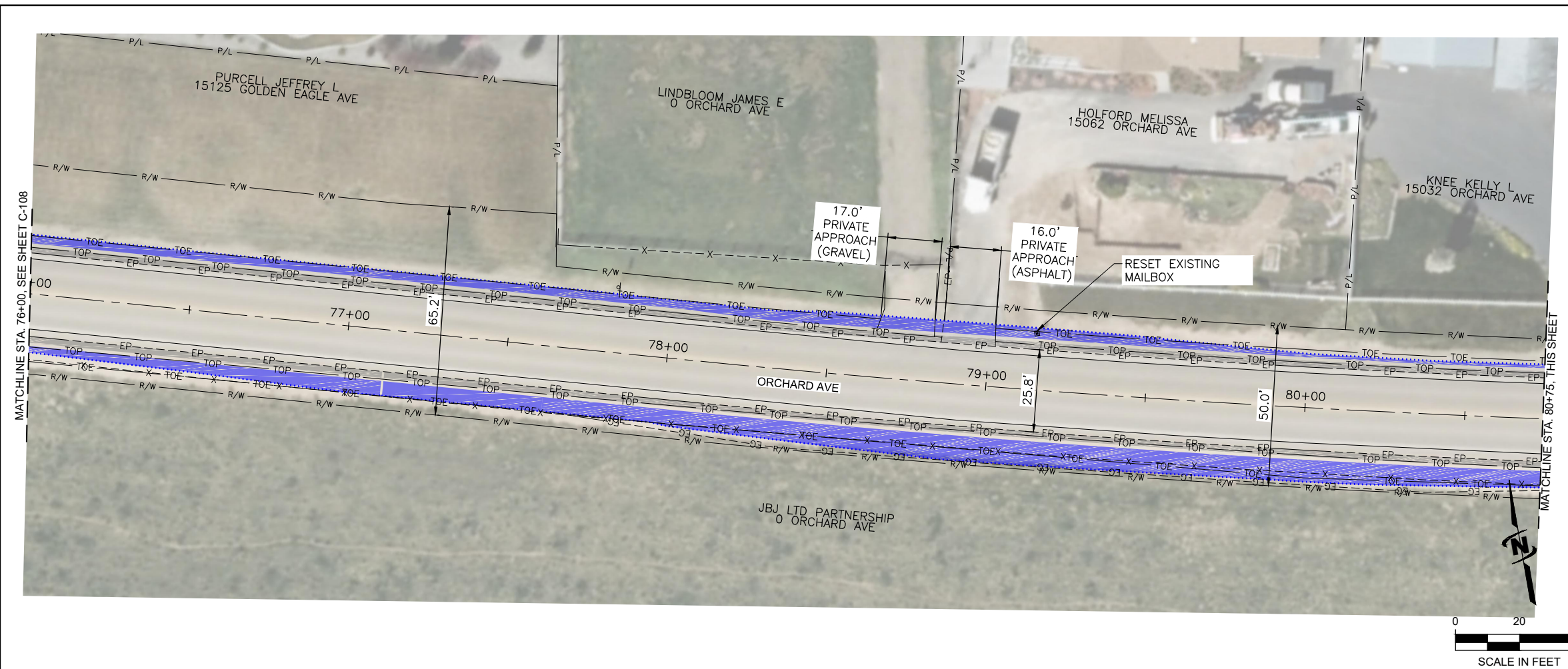
PRELIMINARY PLANS

NOT FOR CONSTRUCTION

REUSE OF DRAWINGS

JUB SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND TRADEMARK RIGHTS IN THIS DRAWING AND THE DESIGN HEREIN. NO PART OF THIS DRAWING OR THE DESIGN HEREIN SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN CONSENT OF JUB. ANY REUSE WITHOUT WRITTEN CONSENT BY JUB WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO JUB.

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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN

ORCHARD AVE

NOTE:
 FENCE RELOCATIONS, APPROACH IMPROVEMENTS, AND CULVERT EXTENSIONS SHALL BE PROCESSED THROUGH A PROPERTY USE AGREEMENT WITH THE PROPERTY OWNER.

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB

ONE INCH
 AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

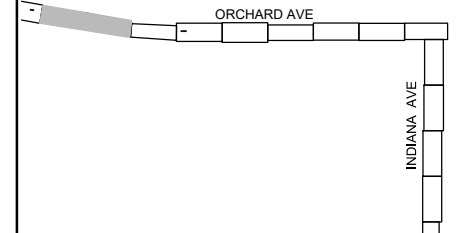
LAST UPDATED: 8/16/2018

SHEET NUMBER:
C-109



J-U-B ENGINEERS, INC.

J-U-B ENGINEERS, INC.
250 S. Beechwood Ave.
Suite 201
Boise, ID 83709-0944
Phone: 208.376.7330
www.jub.com



KEY MAP

LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

REUSE OF DRAWINGS
JUB SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND OTHER RIGHTS IN THIS DRAWING AND THE DESIGN AND CONSTRUCTION OF THE PROJECT. NO PART OF THIS DRAWING SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN CONSENT OF JUB. ANY REUSE WITHOUT WRITTEN CONSENT BY JUB WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO JUB.

| NO. | REVISION | DESCRIPTION | BY | APPR. | DATE |
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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN

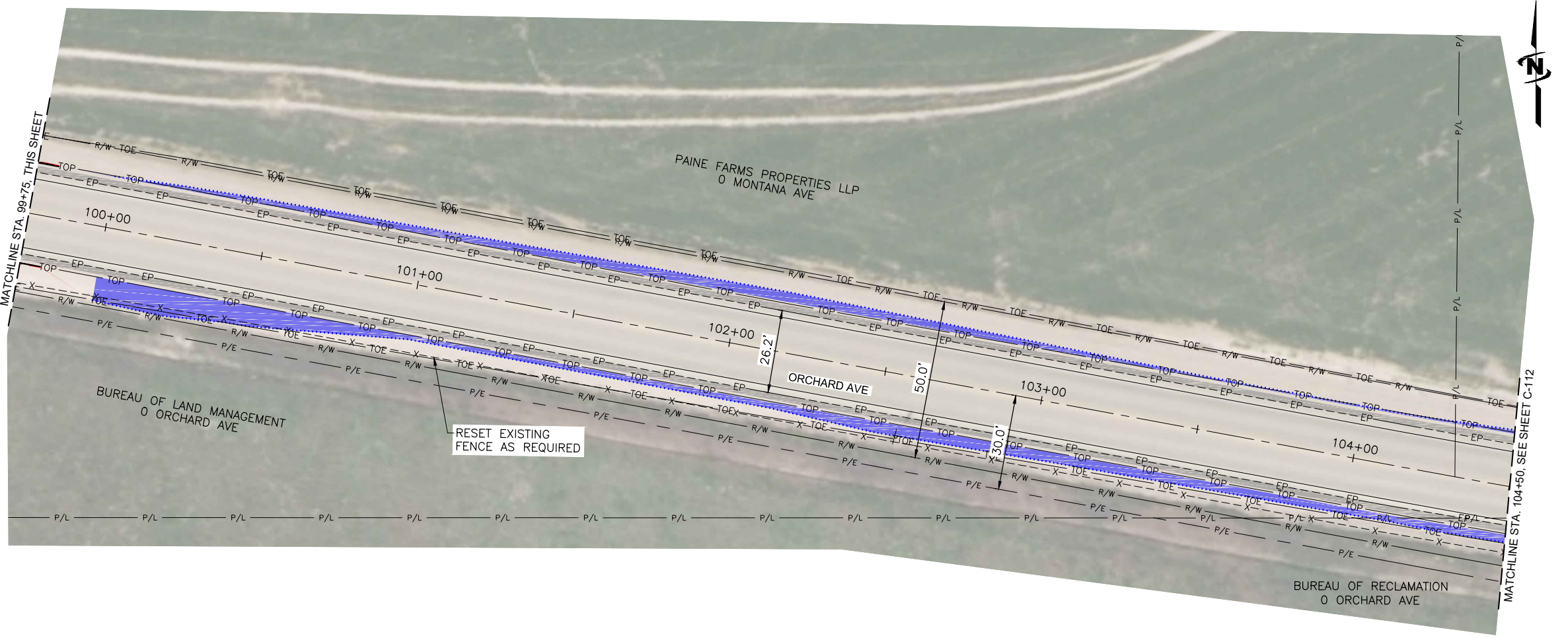
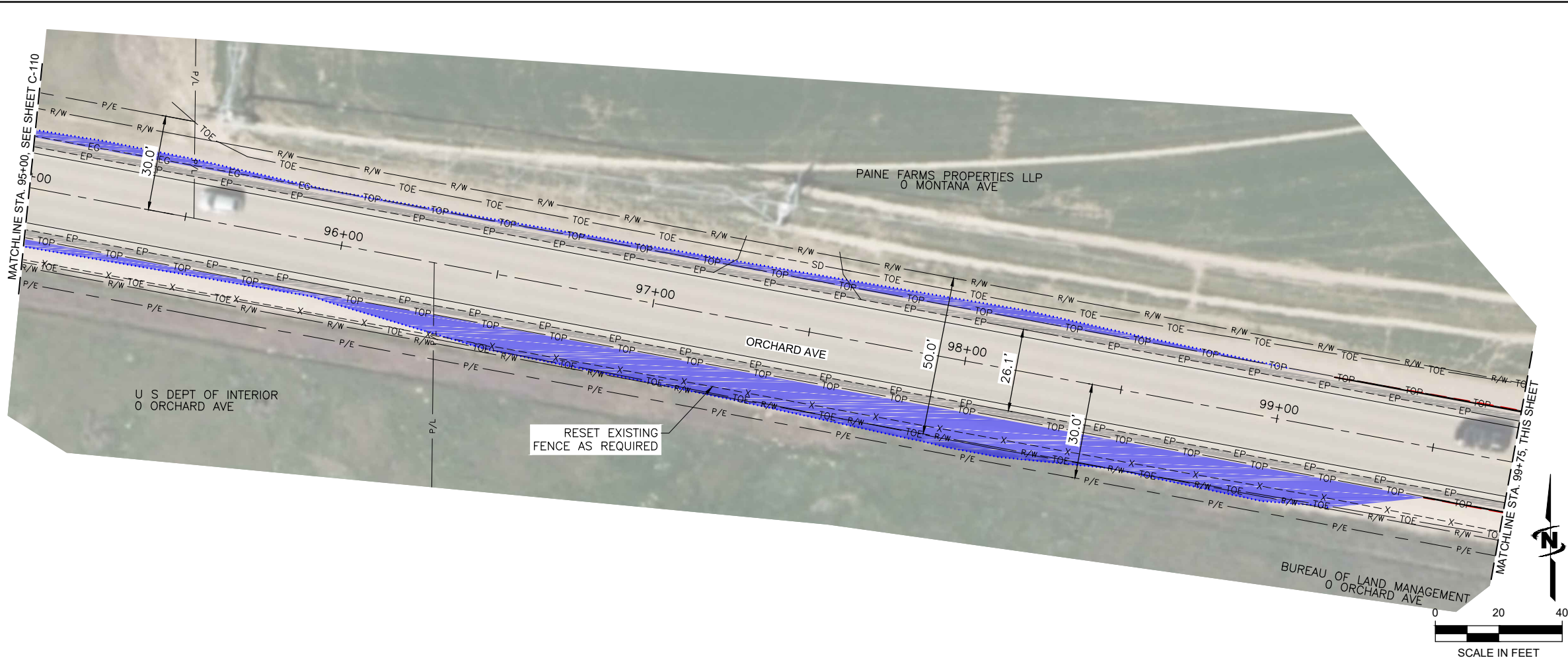
ORCHARD AVE

FILE: 10-18-002_001X
JUB PROJ. #: 10-18-002
DRAWN BY: SMD
DESIGN BY: SMD
CHECKED BY: TAB

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED: 8/16/2018

SHEET NUMBER:

C-111

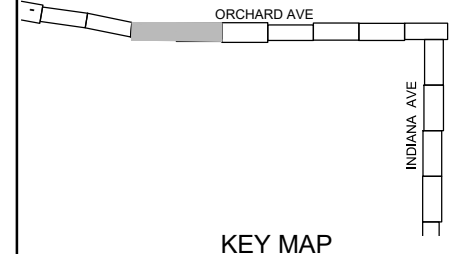


NOTE:
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J-U-B ENGINEERS, INC.

J-U-B ENGINEERS, INC.
250 S. Beechwood Ave.
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Phone: 208.376.7330
www.jub.com



KEY MAP

LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

REUSE OF DRAWINGS
JUB SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND OTHER RIGHTS IN THIS DESIGN AND THE DESIGN SHALL BE REUSED WITHOUT LIMITS PRIOR TO THE DATE ANY REUSE WITHOUT WRITTEN CONSENT BY JUB WILL BE AT CLIENTS SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO JUB.

| NO. | REVISION | DESCRIPTION | BY | APPR. | DATE |
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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN

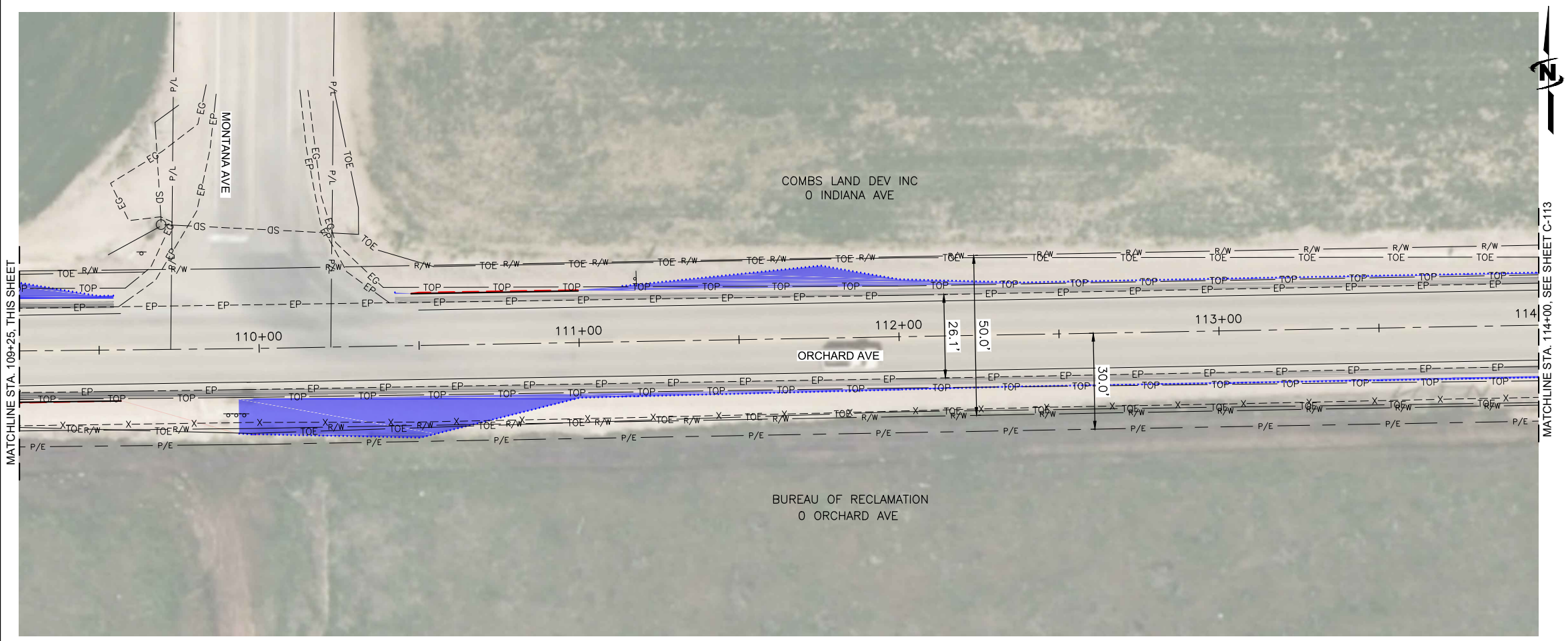
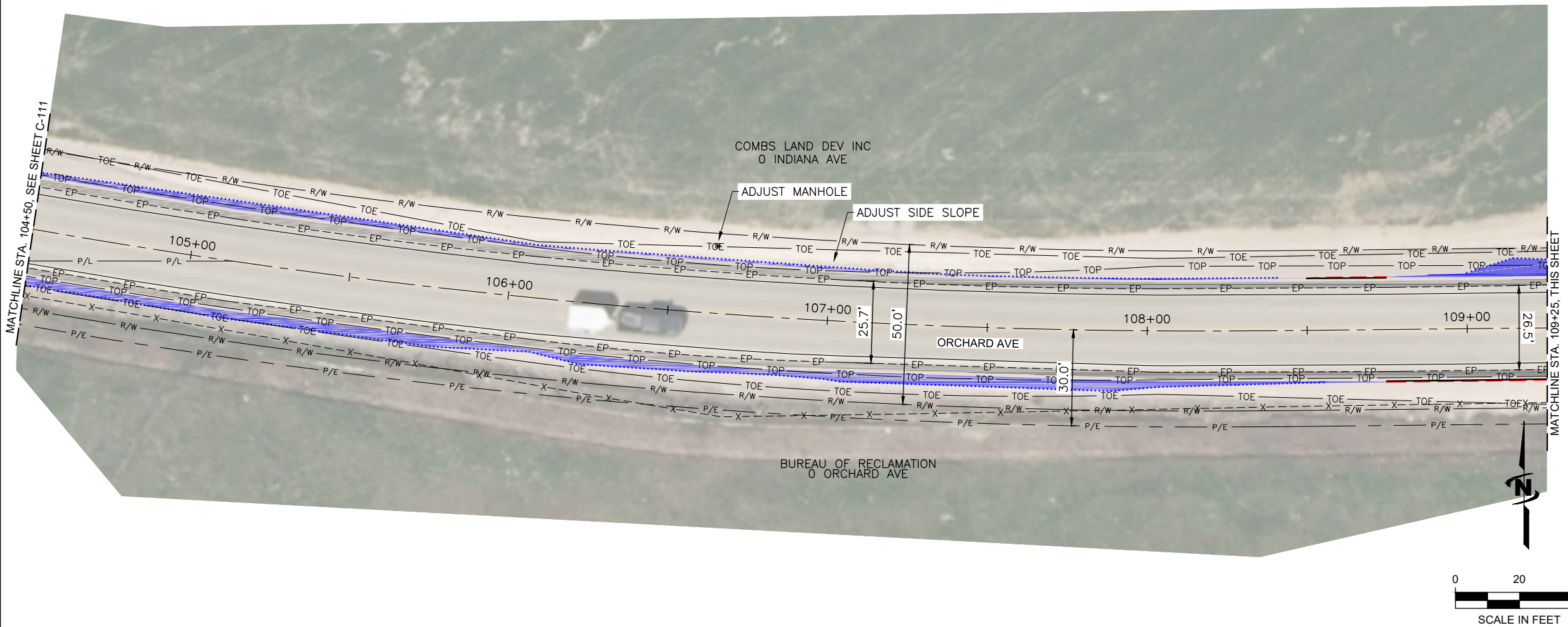
ORCHARD AVE

FILE: 10-18-002_001X
JUB PROJ. #: 10-18-002
DRAWN BY: SMD
DESIGN BY: SMD
CHECKED BY: TAB

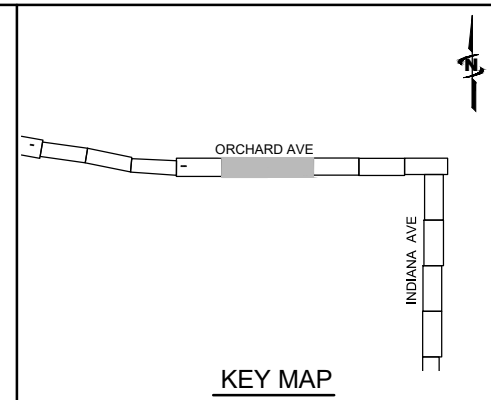
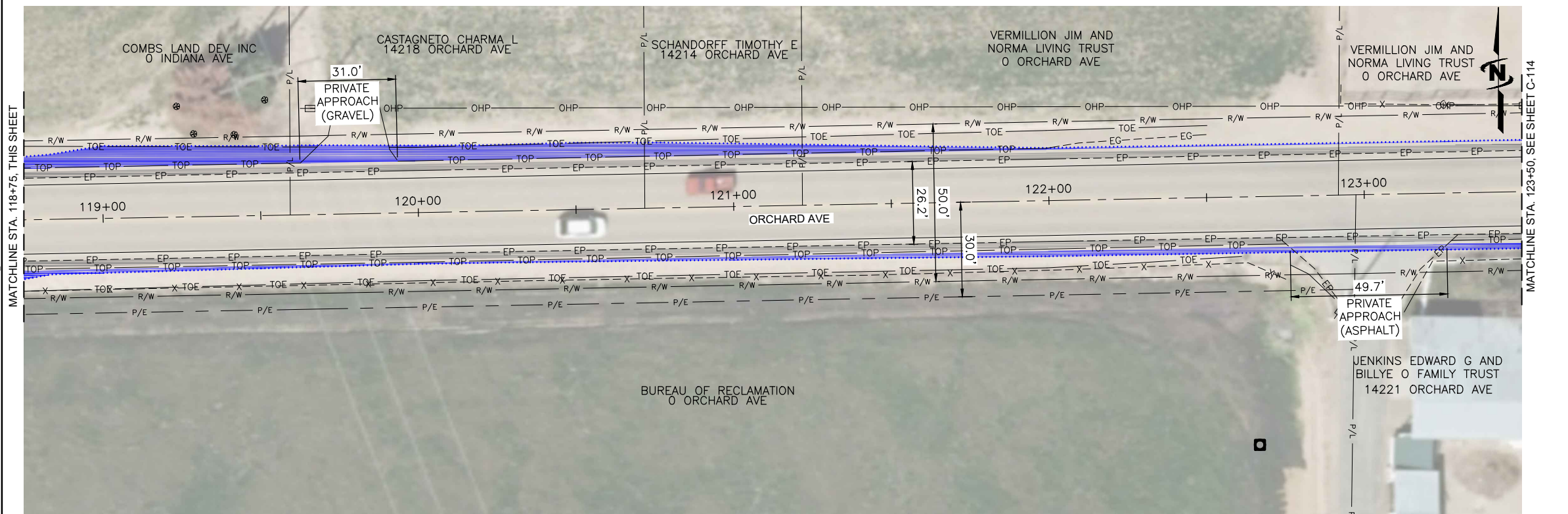
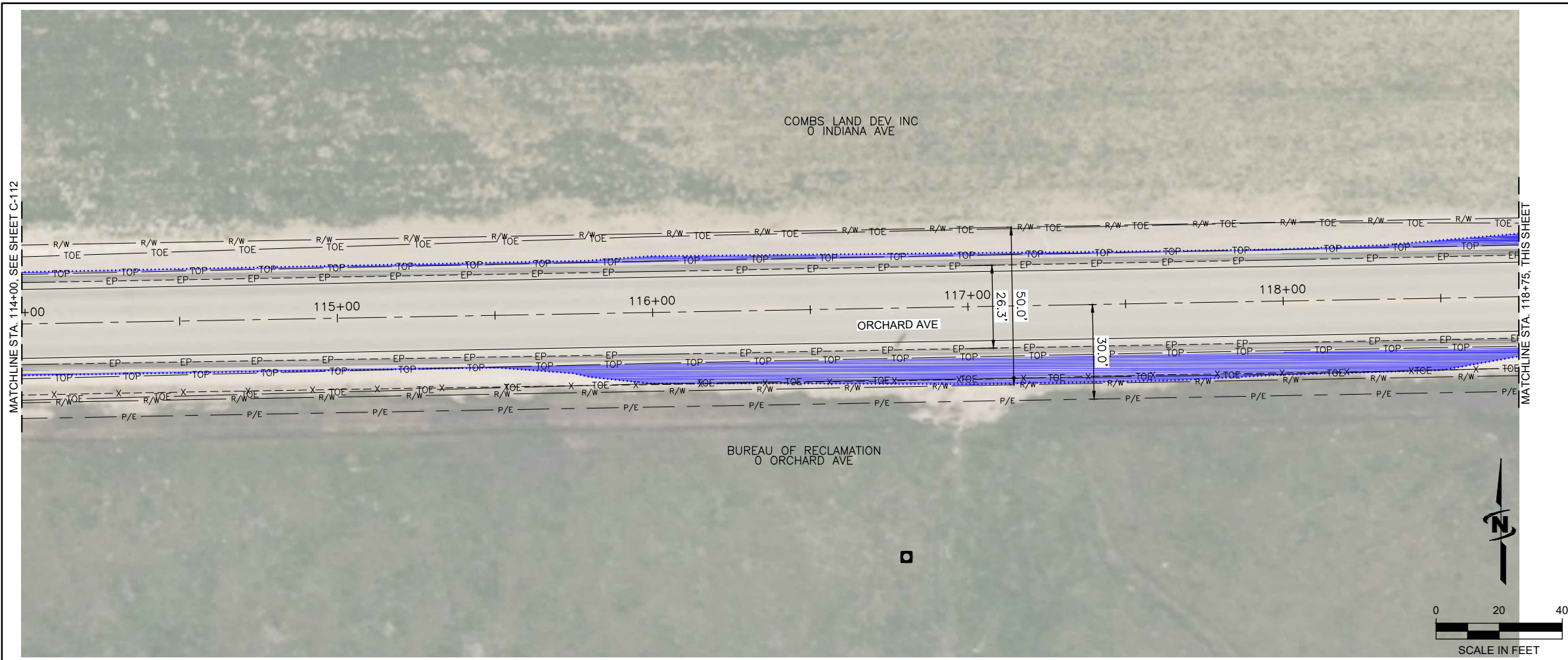
ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

LAST UPDATED: 8/16/2018

SHEET NUMBER:
C-112



File Date: 8/16/2018 11:39 AM Plotted By: Matt Stippie
Date Created: 7/24/2018 F:\PROJECTS\SUB10-18-002\COMPASS INDIANA ORCHARD AVE\CAD\SHEET10-18-002_001X.DWG



LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

JUB
 J-U-B ENGINEERS, INC.
 250 S. Beechwood Ave.
 Suite 201
 Boise, ID 83709-0944
 Phone: 208.376.7330
 www.jub.com

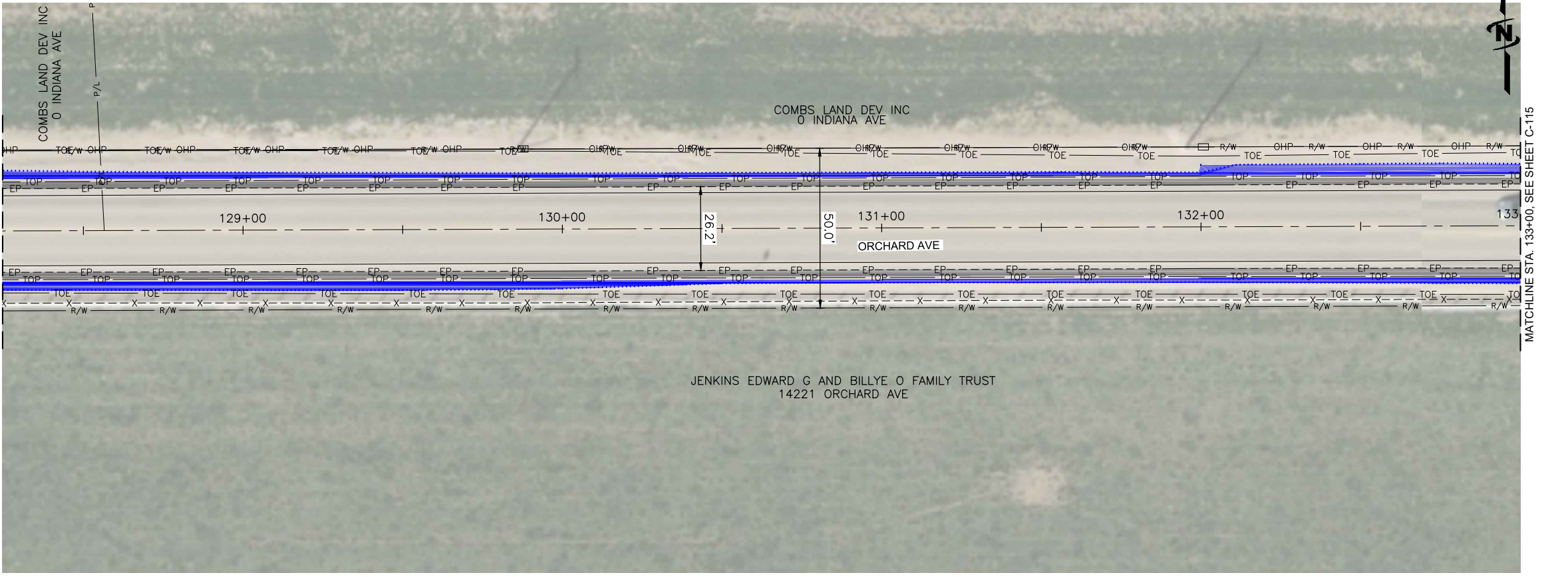
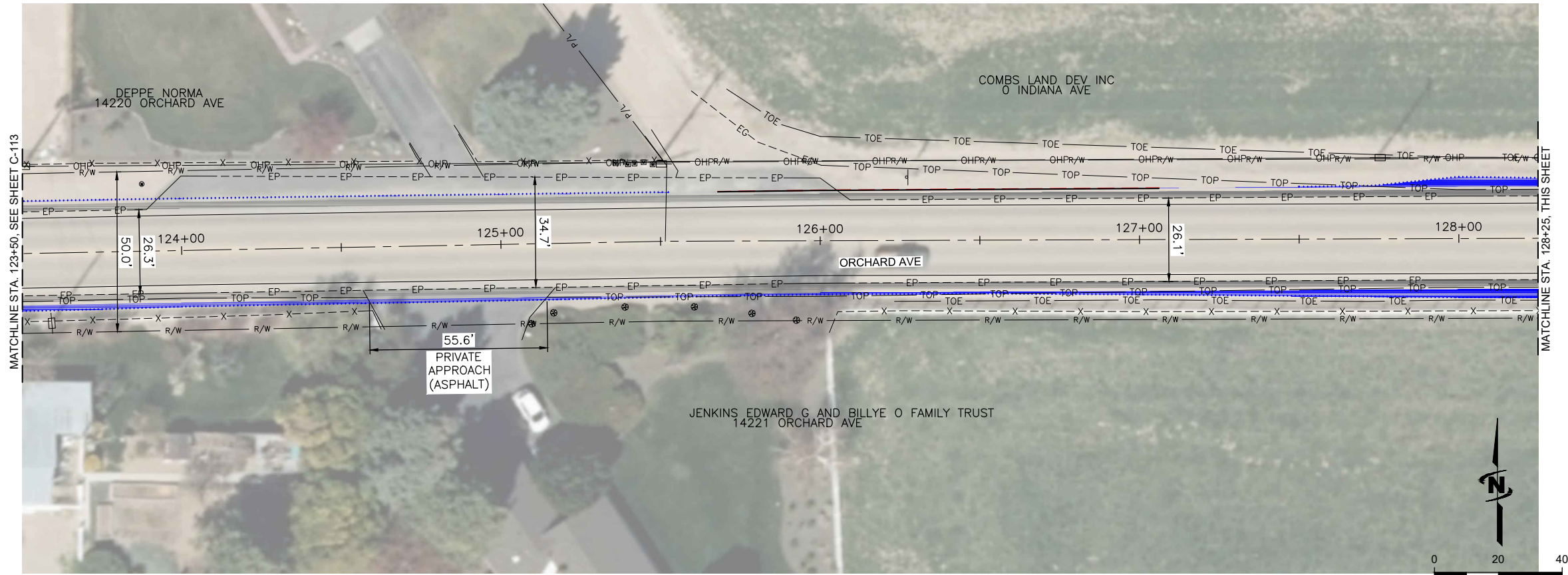
PRELIMINARY PLANS
NOT FOR CONSTRUCTION


REUSE OF DRAWINGS
 JUB SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND OTHER RIGHTS IN THIS DRAWING AND THE DESIGN AND CONSTRUCTION OF THE PROJECT. NO PART OF THIS DRAWING SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN CONSENT OF JUB. ANY REUSE WITHOUT WRITTEN CONSENT BY JUB WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO JUB.

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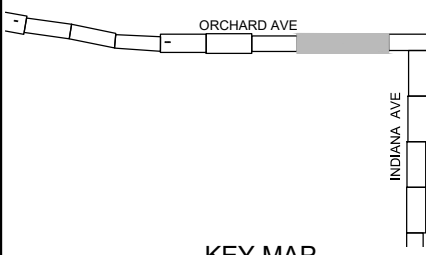
ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN
 ORCHARD AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB
 AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY
 LAST UPDATED: 8/16/2018
 SHEET NUMBER:
C-113





J-U-B ENGINEERS, INC.



KEY MAP

J-U-B ENGINEERS, INC.
 250 S. Beechwood Ave.
 Suite 201
 Boise, ID 83709-0944
 Phone: 208.376.7330
 www.jub.com

LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

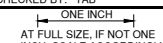
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REUSE OF DRAWINGS
 JUB SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND OTHER RIGHTS IN THIS DESIGN AND THE CONCEPTS HEREIN. NO PART OF THIS DESIGN OR CONCEPT SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN CONSENT OF JUB. ANY REUSE WITHOUT WRITTEN CONSENT BY JUB WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO JUB.

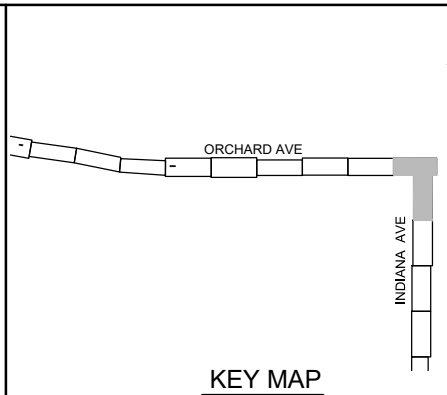
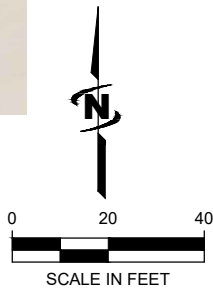
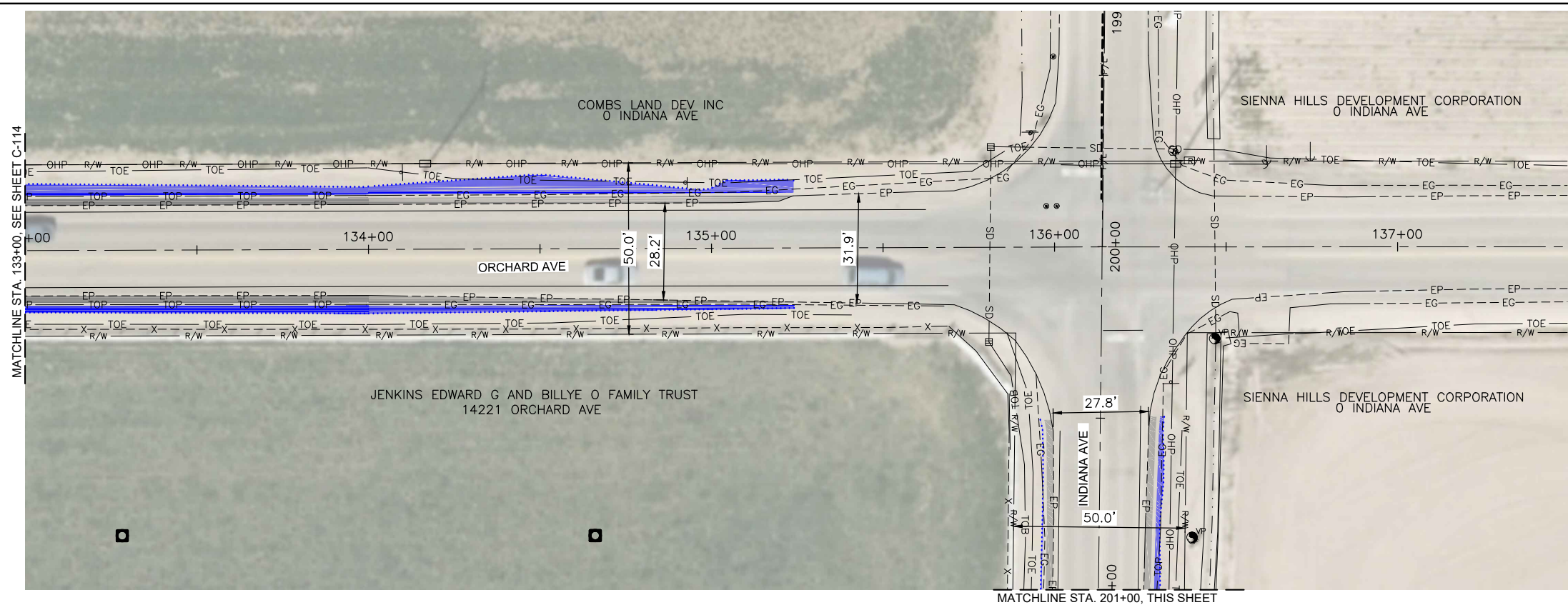
ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN

ORCHARD AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB


 ONE INCH = 20 FEET
 AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
 LAST UPDATED: 8/16/2018

SHEET NUMBER:
C-114



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 J-U-B ENGINEERS, INC.
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 Suite 201
 Boise, ID 83709-0944
 Phone: 208.376.7330
 www.jub.com

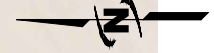
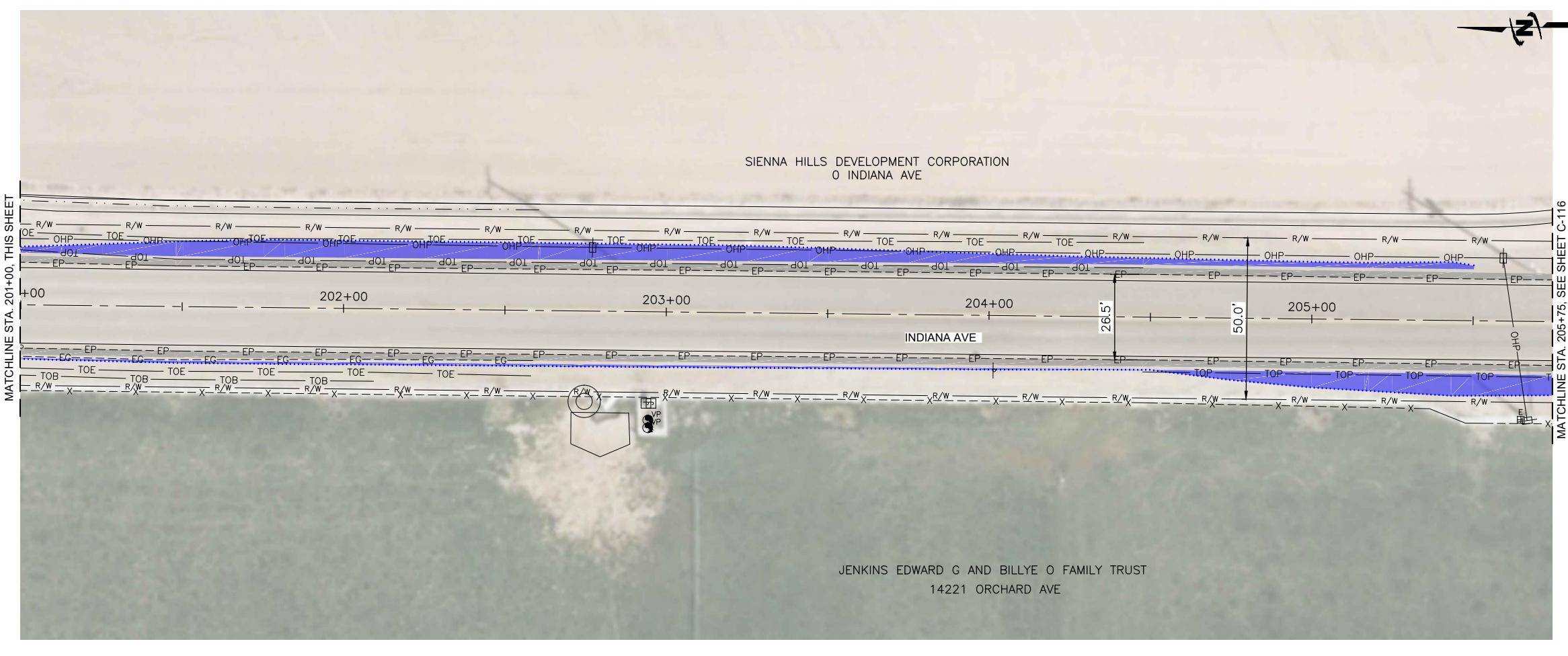
LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

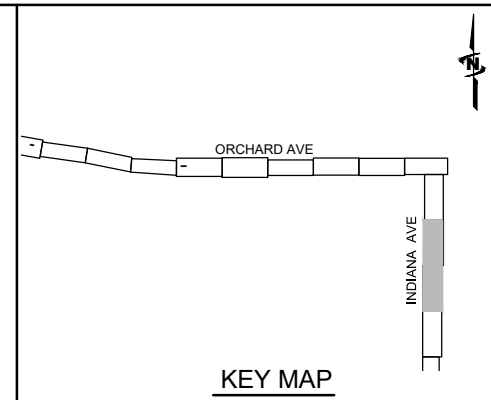
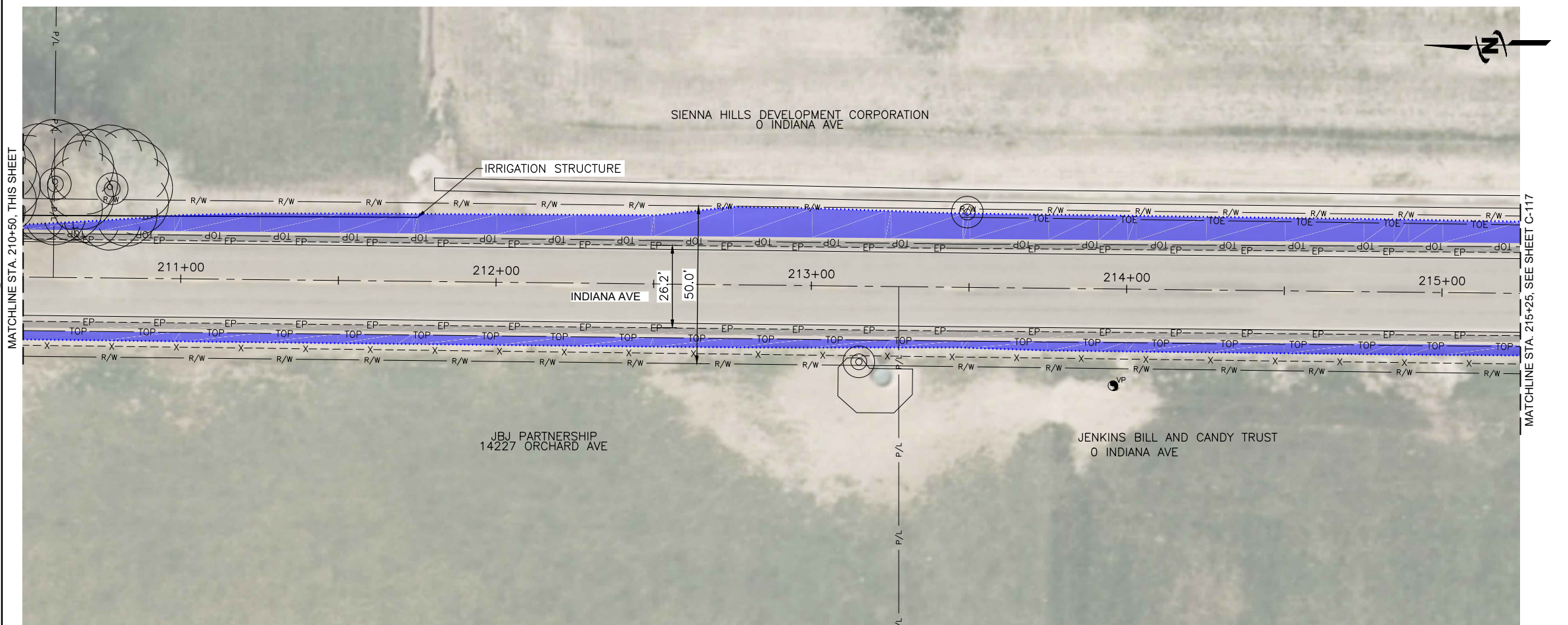
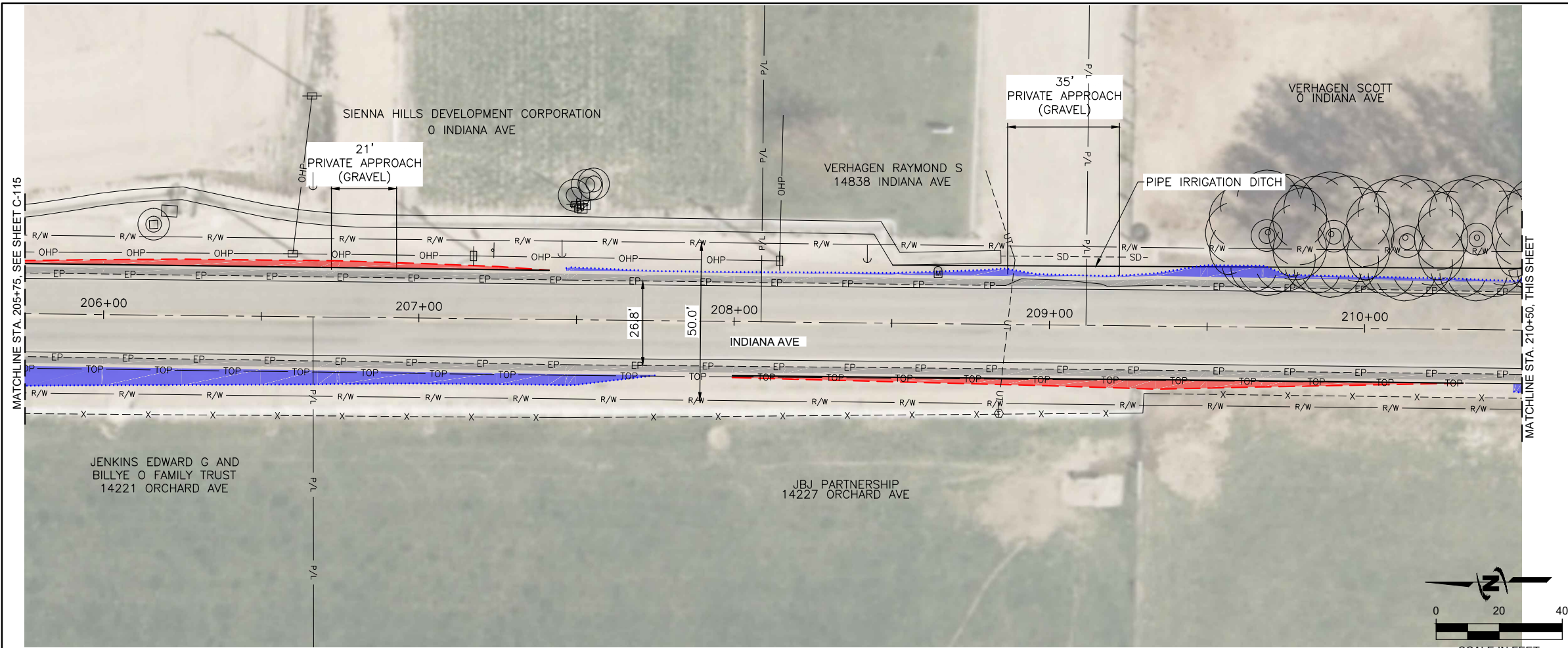
REUSE OF DRAWINGS
 J-U-B SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND OTHER RIGHTS IN THIS DESIGN AND THE CONTENT THEREOF. NO PART OF THIS DESIGN SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN CONSENT OF J-U-B. ANY REUSE WITHOUT WRITTEN CONSENT BY J-U-B WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO J-U-B.

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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN
 ORCHARD AVE AND INDIANA AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB
 AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
 LAST UPDATED: 8/16/2018
 SHEET NUMBER:
C-115



LEGEND

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| | NEW PAVEMENT |
| | FILL SLOPE |
| | CUT SLOPE |

JUB
 J-U-B ENGINEERS, INC.
 250 S. Beechwood Ave.
 Suite 201
 Boise, ID 83709-0944
 Phone: 208.376.7330
 www.jub.com

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

REUSE OF DRAWINGS
 JUB SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND OTHER RIGHTS IN THIS DRAWING AND THE DESIGN AND CONSTRUCTION THEREOF. NO PART OF THIS DRAWING OR THE DESIGN OR CONSTRUCTION THEREOF SHALL BE REPRODUCED, COPIED, REPRODUCED, TRANSMITTED, OR IN ANY MANNER DISCLOSED TO ANY OTHER PARTY WITHOUT THE WRITTEN CONSENT OF JUB. ANY REUSE WITHOUT WRITTEN CONSENT BY JUB WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO JUB.

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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN

INDIANA AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB

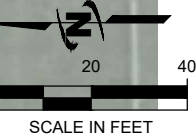
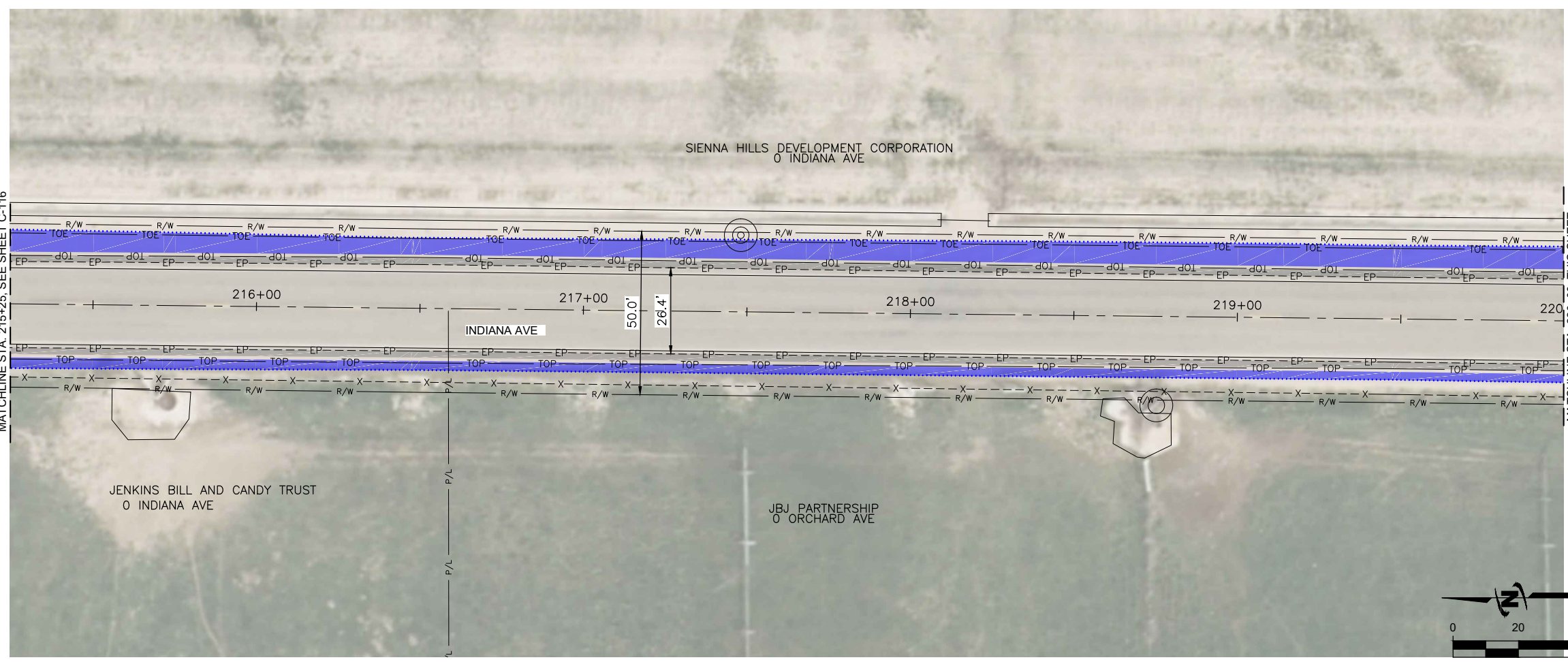
ONE INCH
 AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

LAST UPDATED: 8/16/2018

SHEET NUMBER:
C-116

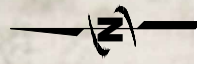
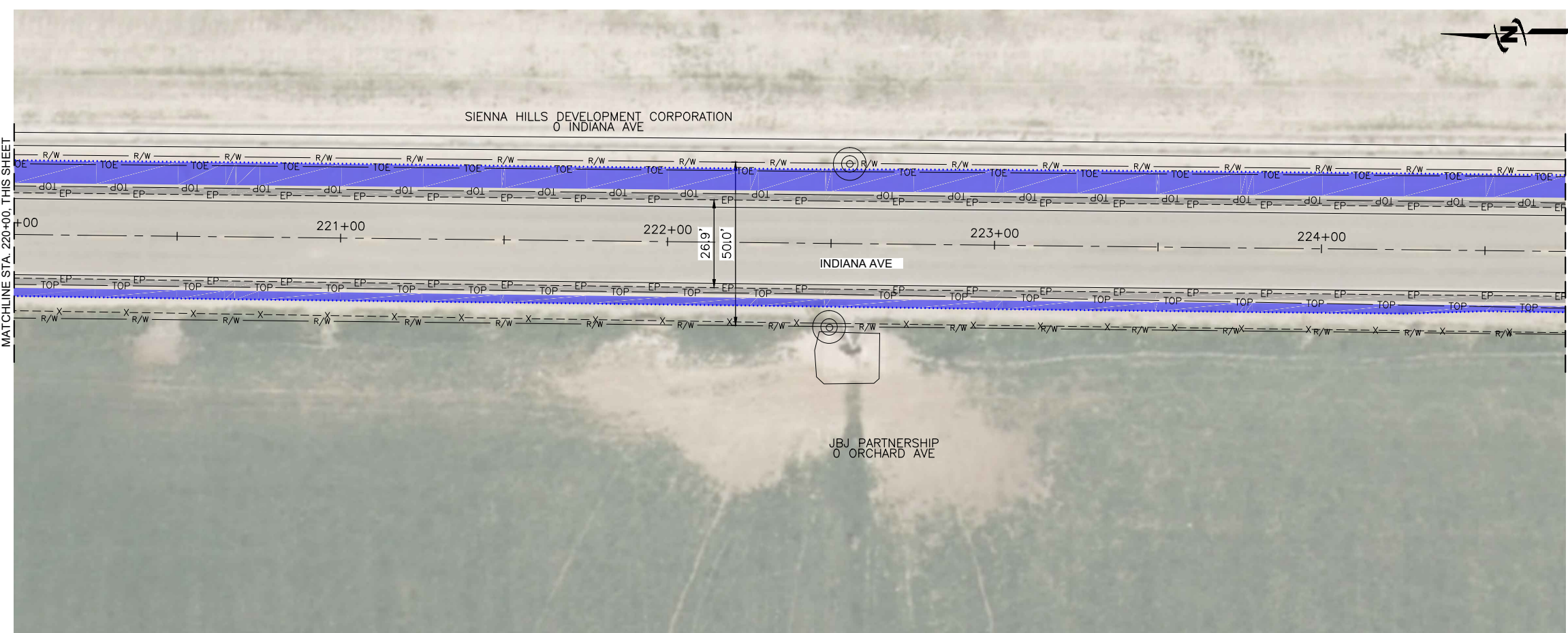
Plot Date: 5/16/2018 11:39 AM Plotted By: Matt Stippie
 Date Created: 7/24/2018 F:\PROJECTS\SUB10-18-002\COMPASS INDIANA ORCHARD AVE\CAD\SHEET\10-18-002_01X.DWG

MATCHLINE STA. 215+25, SEE SHEET C-116

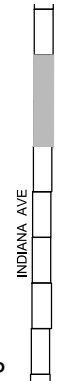


SCALE IN FEET

MATCHLINE STA. 220+00, THIS SHEET



MATCHLINE STA. 224+75, SEE SHEET C-118



KEY MAP

JUB
 J-U-B ENGINEERS, INC.
 J-U-B ENGINEERS, INC.
 250 S. Beechwood Ave.
 Suite 201
 Boise, ID 83709-0944
 Phone: 208.376.7330
 www.jub.com

LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

PRELIMINARY
 PLANS

NOT FOR
 CONSTRUCTION

REUSE OF DRAWINGS
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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY
 CONCEPT PLAN

INDIANA AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB

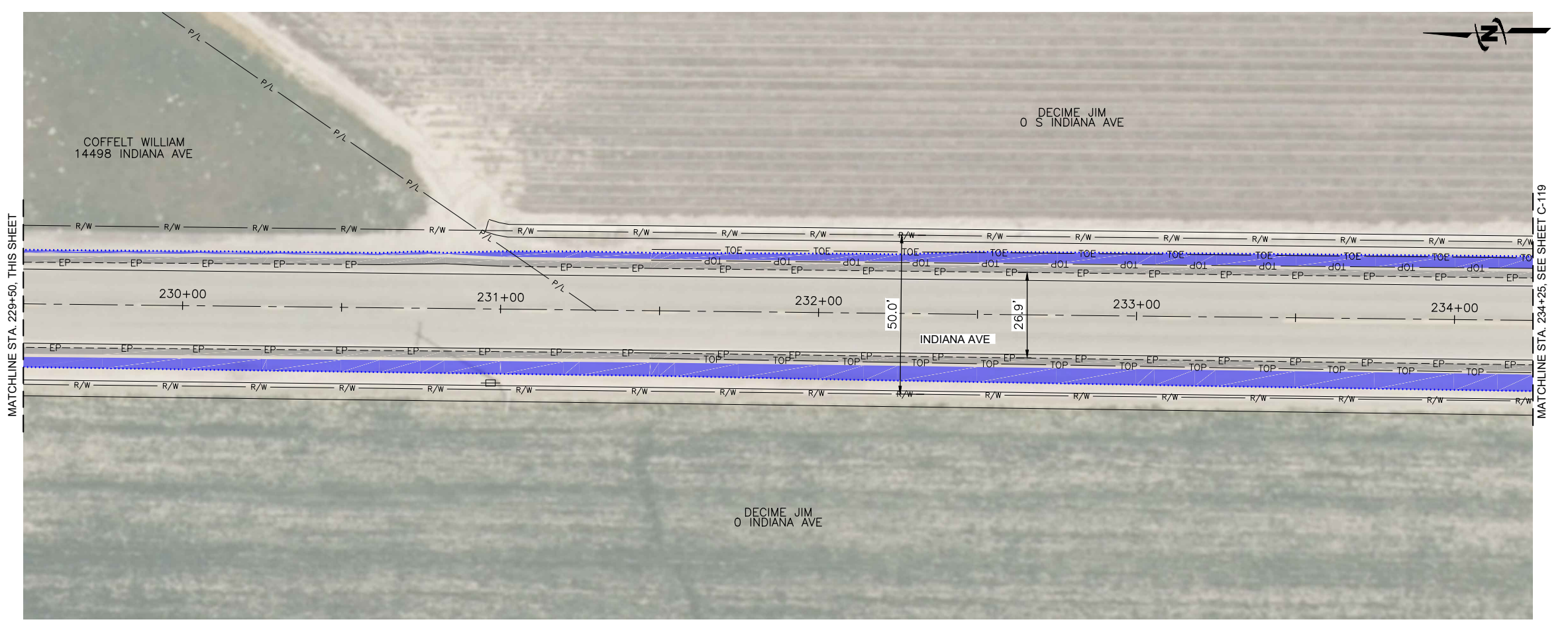
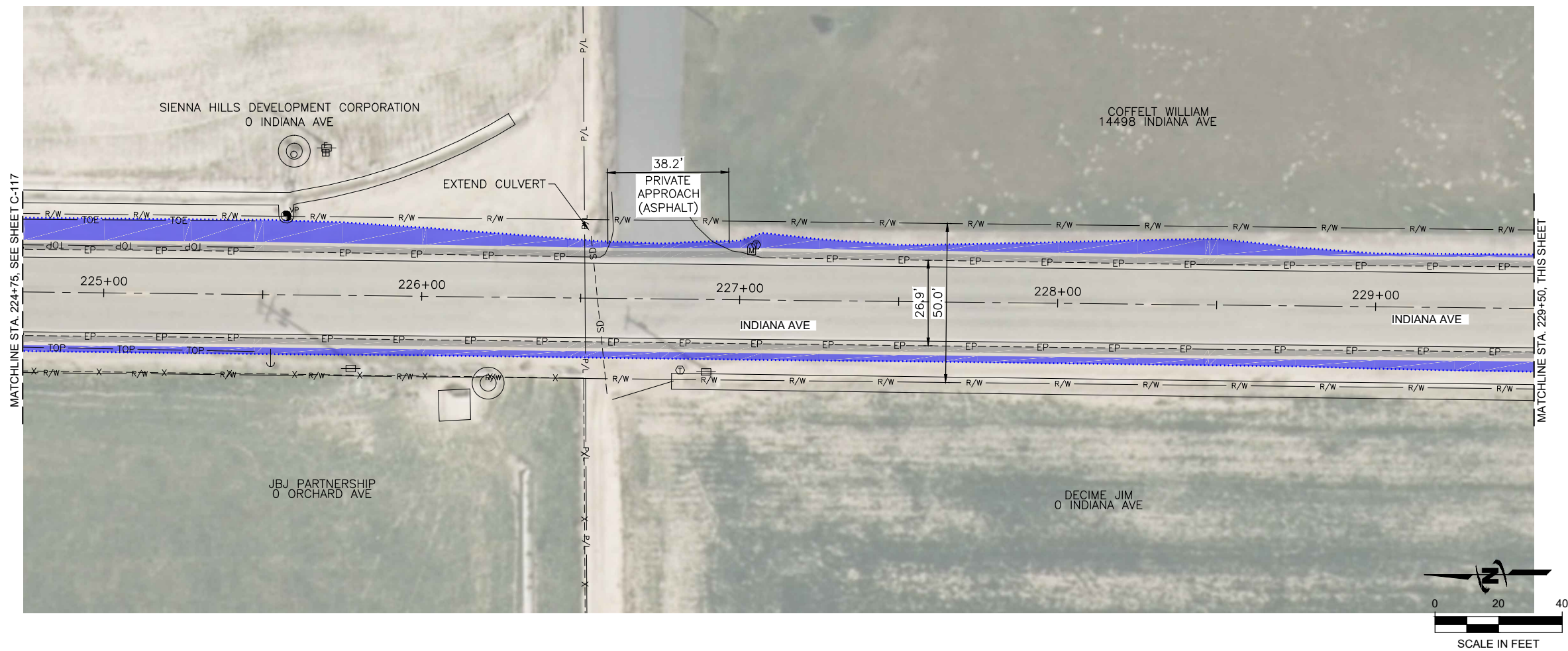
ONE INCH
 AT FULL SIZE, IF NOT ONE
 INCH, SCALE ACCORDINGLY

LAST UPDATED: 8/16/2018

SHEET NUMBER:

C-117

Plot Date: 5/16/2018 11:46 AM Plotted By: Matt Stippie
 Date Created: 7/24/2018 P:\PROJECTS\SUB10-18-002\COMPASS INDIANA ORCHARD AVE\CAD\SHEET\10-18-002_01X.DWG



KEY MAP

JUB
 J-U-B ENGINEERS, INC.
 250 S. Beechwood Ave.
 Suite 201
 Boise, ID 83709-0944
 Phone: 208.376.7330
 www.jub.com

LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

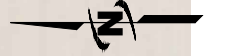
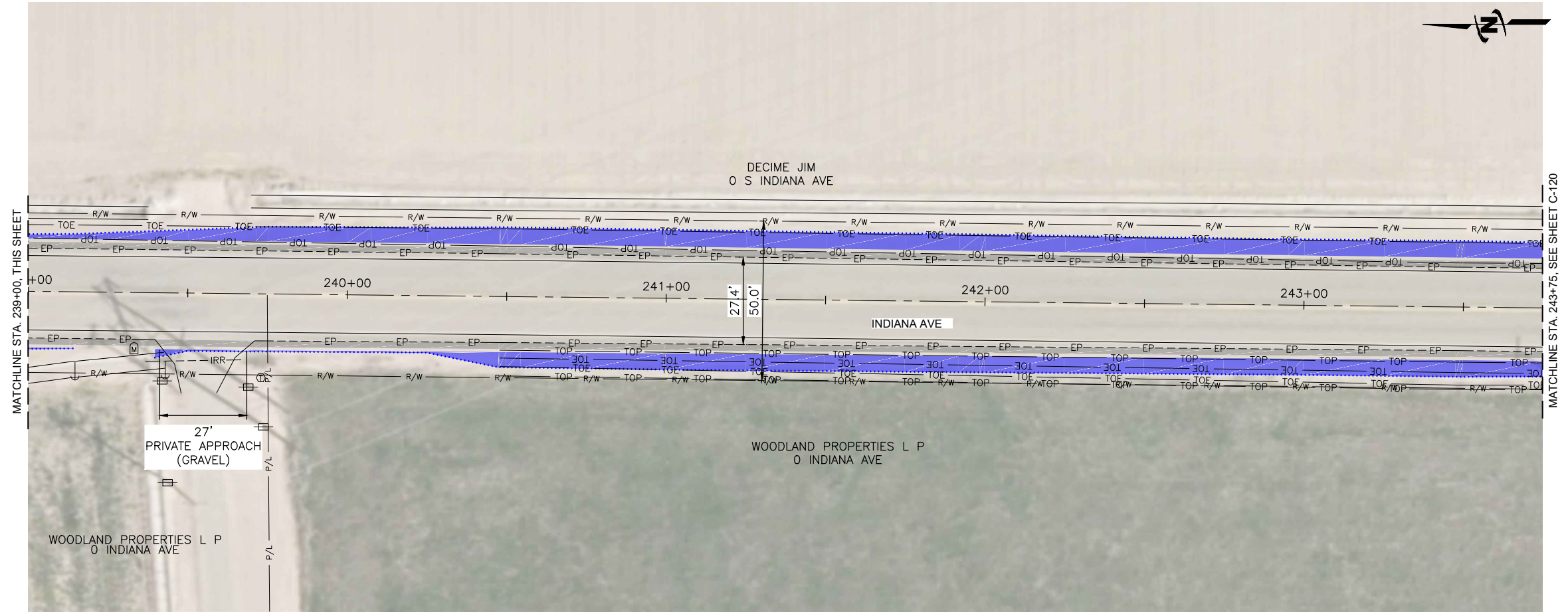
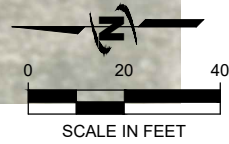
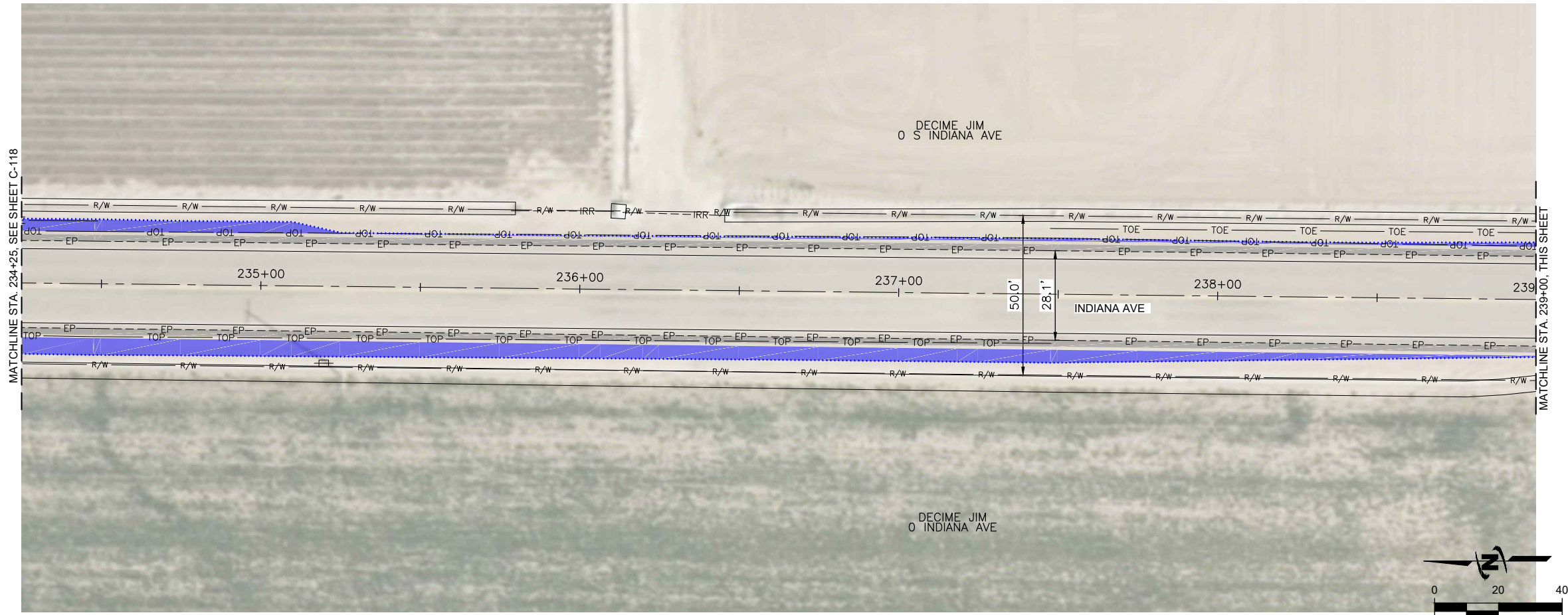
REUSE OF DRAWINGS
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| NO. | REVISION | DESCRIPTION | BY | APPROVAL | DATE |
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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN
 INDIANA AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB
 AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY
 LAST UPDATED: 8/16/2018
 SHEET NUMBER:
C-118

File Date: 10/16/2018 11:40 AM Plotted By: Matt Stippie
 Date Created: 7/24/2018 1:02:00 PM Project: SUB10-18-002 COMPASS INDIANA ORCHARD AVE CAD SHEET 10-18-002_01X.DWG



KEY MAP

INDIANA AVE

J-U-B ENGINEERS, INC.
 250 S. Beechwood Ave.
 Suite 201
 Boise, ID 83709-0944
 Phone: 208.376.7330
 www.jub.com

LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

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 Phone: 208.376.7330
 www.jub.com

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

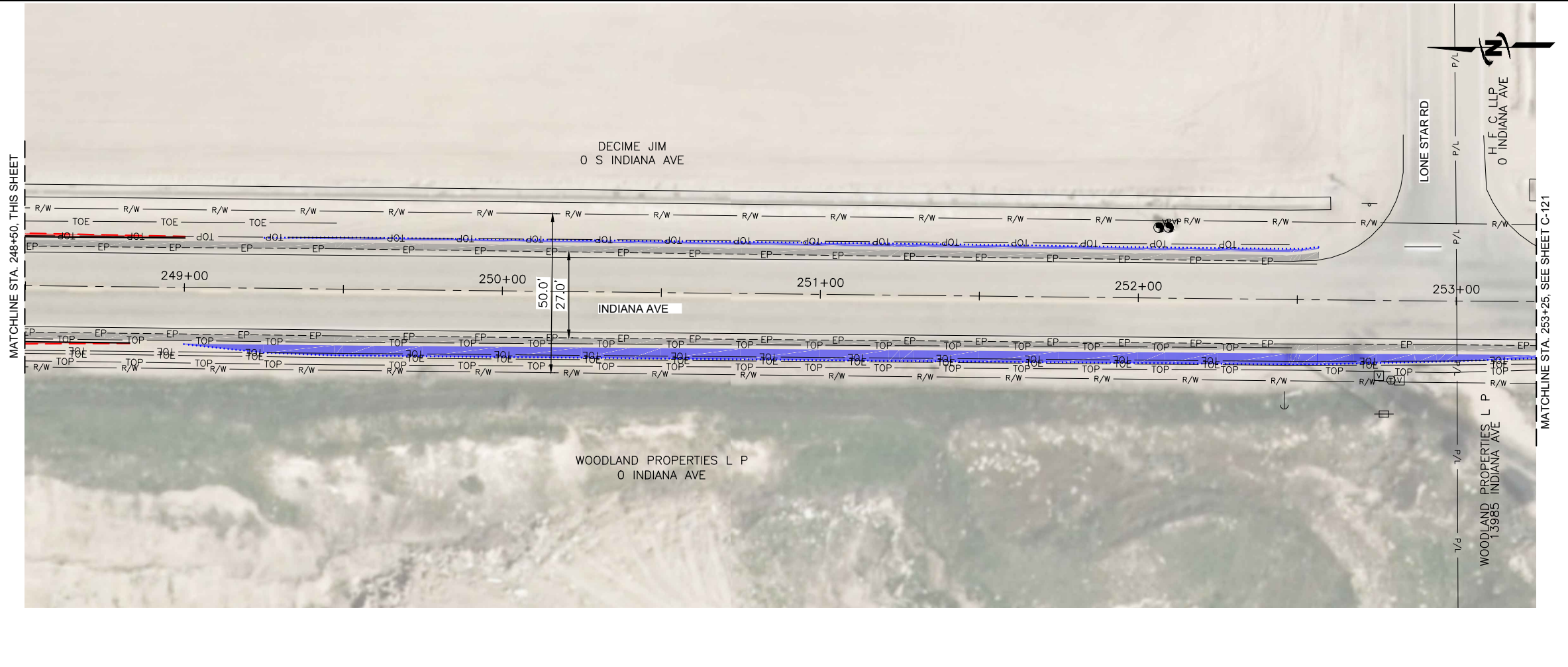
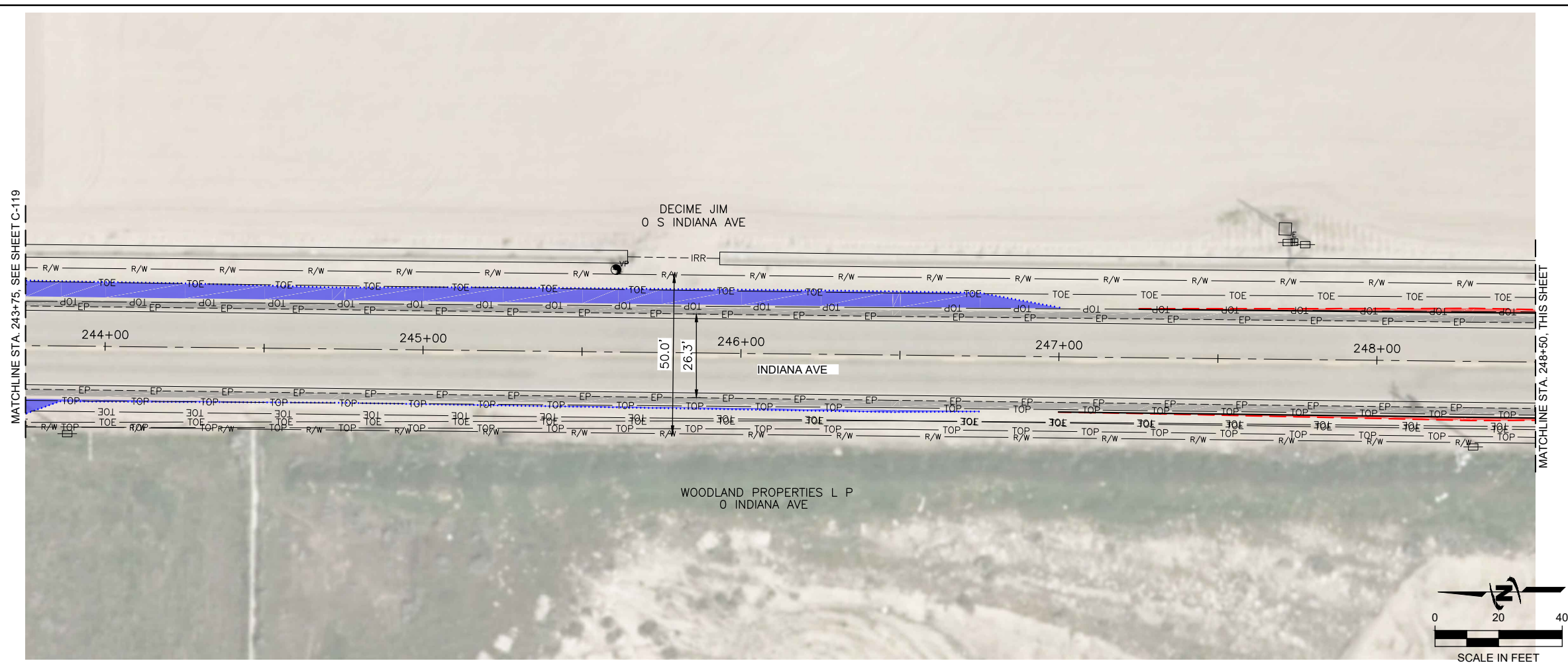
REUSE OF DRAWINGS
 JUB SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND TRADEMARK RIGHTS IN THIS DRAWING AND THE DESIGN AND CONSTRUCTION THEREOF. NO PART OF THIS DRAWING SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN CONSENT OF JUB. ANY REUSE WITHOUT WRITTEN CONSENT BY JUB WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO JUB.

| NO. | REVISION | DESCRIPTION | BY | APPR. | DATE |
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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN

INDIANA AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB
 AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
 LAST UPDATED: 8/16/2018
 SHEET NUMBER:
C-119



JUB
 J-U-B ENGINEERS, INC.
 250 S. Beechwood Ave.
 Suite 201
 Boise, ID 83709-0944
 Phone: 208.376.7330
 www.jub.com



LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

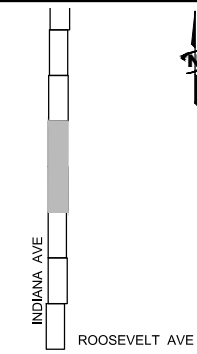
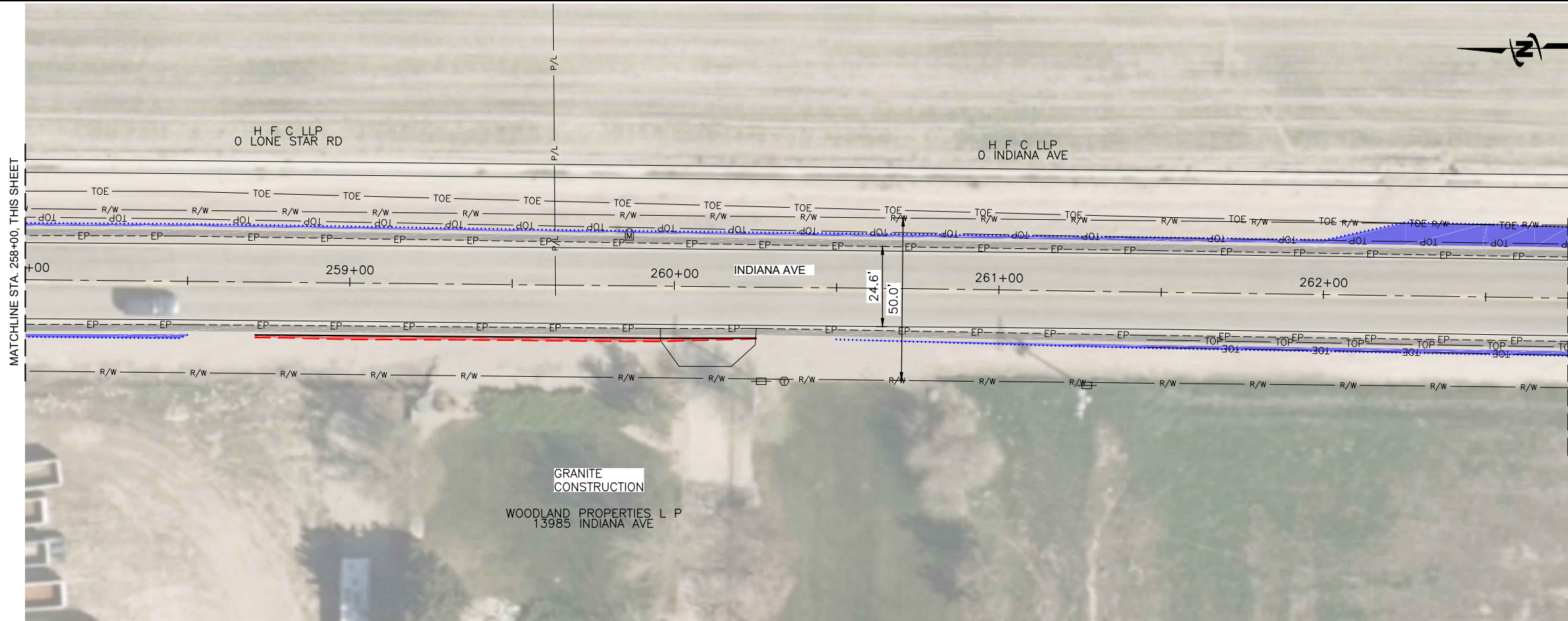
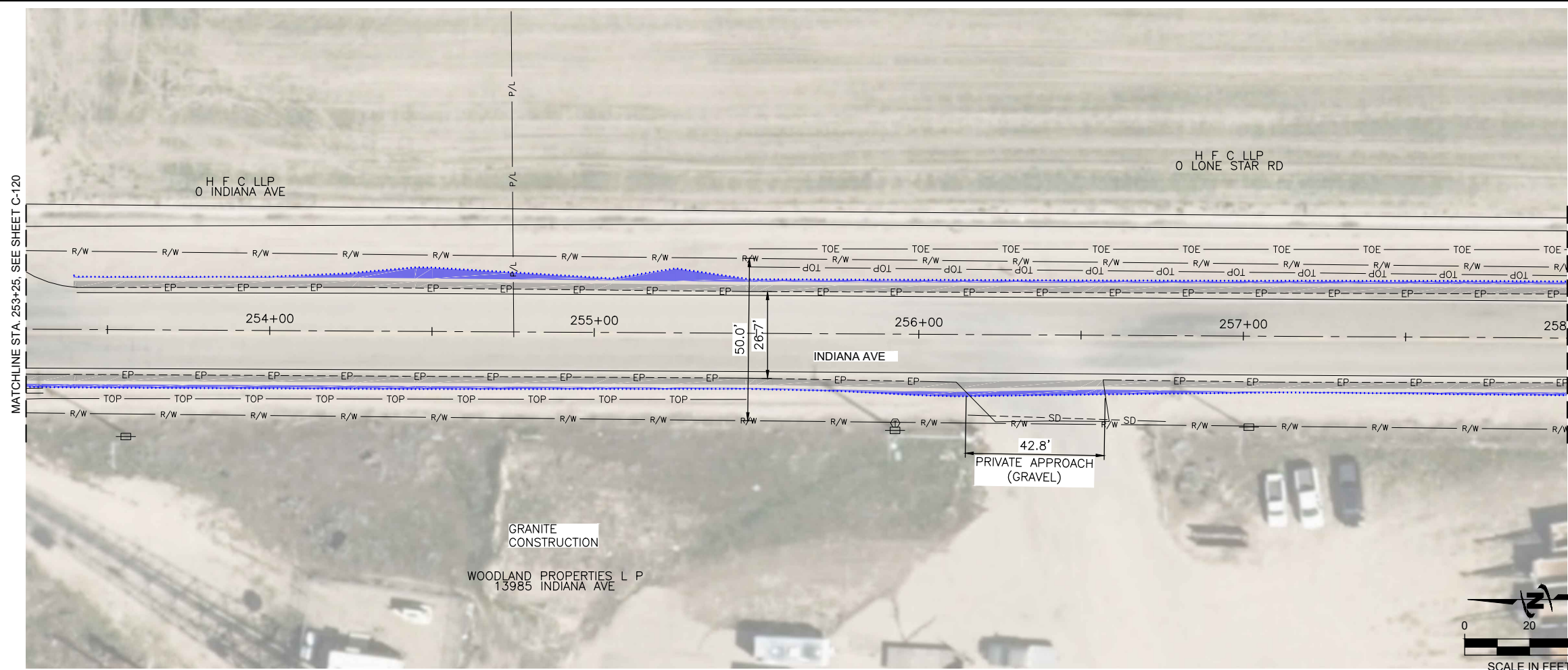
REUSE OF DRAWINGS
 JUB SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND TRADEMARK RIGHTS IN THIS DRAWING AND THE DESIGN AND CONSTRUCTION THEREOF. NO PART OF THIS DRAWING SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN CONSENT OF JUB. ANY REUSE WITHOUT WRITTEN CONSENT BY JUB WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO JUB.

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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN
 INDIANA AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB
 AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
 LAST UPDATED: 8/16/2018
 SHEET NUMBER:
C-120

Plot Date: 5/16/2018 11:40 AM Plotted By: Matt Stippie
 Date Created: 7/24/2018 1:02:00 PM Project: SUB10-18-002 COMPASS INDIANA ORCHARD AVE CAD SHEET 10-18-002_001X.DWG



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KEY MAP

LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

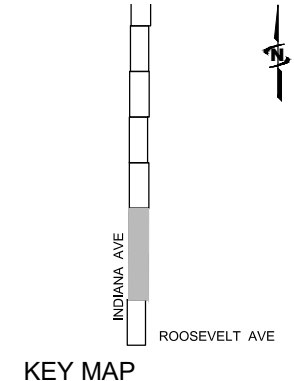
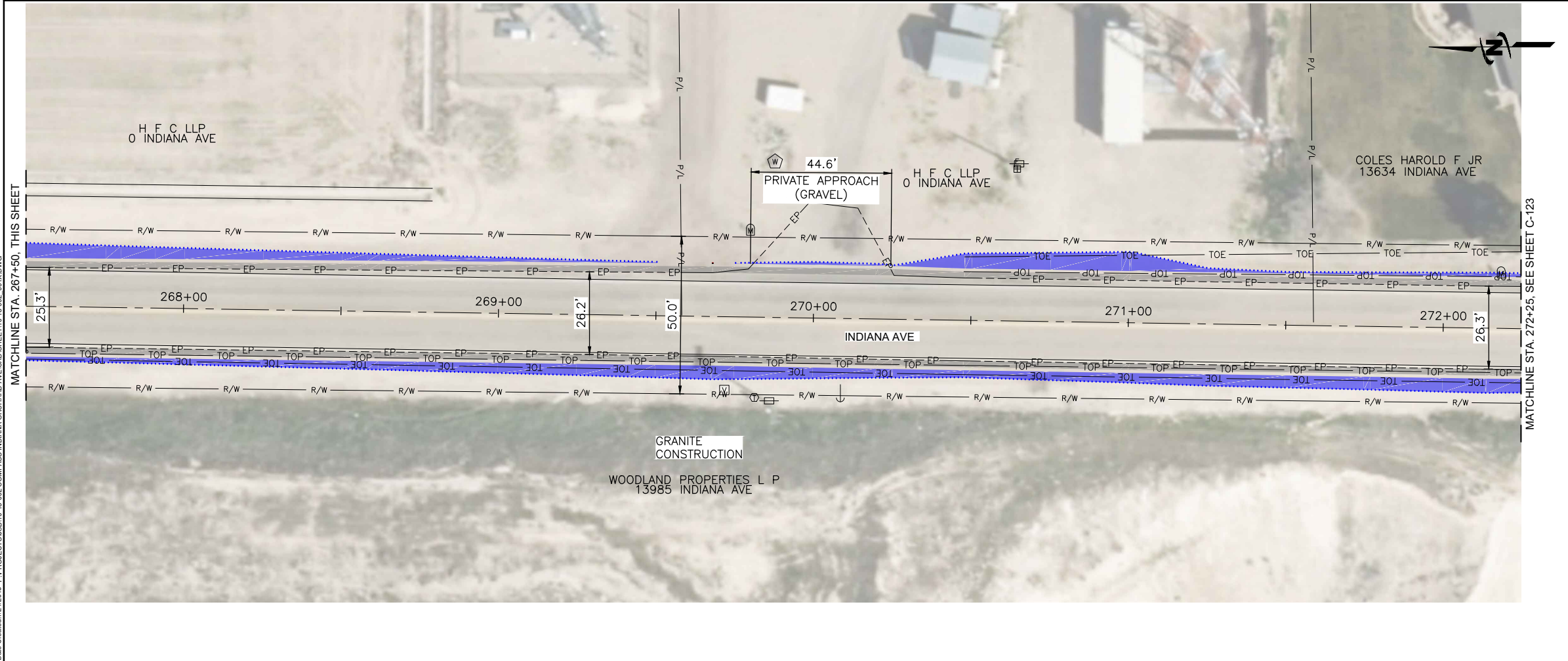
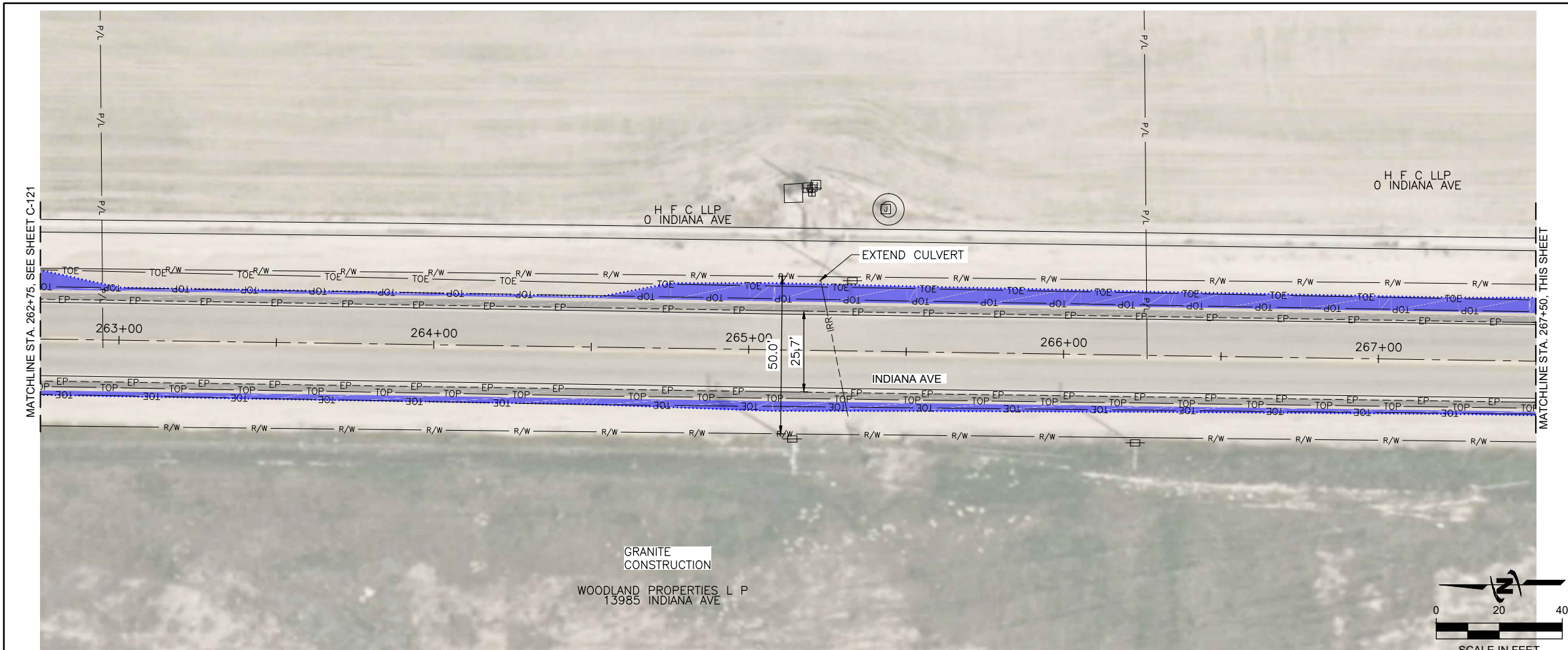
REUSE OF DRAWINGS
 JUB SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND TRADEMARK RIGHTS IN THIS DRAWING AND THE CONTENT THEREIN. NO PART OF THIS DRAWING SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN CONSENT OF JUB. ANY REUSE WITHOUT WRITTEN CONSENT BY JUB WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO JUB.

| NO. | REVISION | DESCRIPTION | BY | APPR. | DATE |
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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN
 INDIANA AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB
 AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
 LAST UPDATED: 8/16/2018
 SHEET NUMBER:
C-121

File Date: 5/16/2018 11:40 AM Plotted By: Matt Stippie
 Date Created: 7/24/2018 1:02:22 PM Project: SUB10-18-022 COMPASS INDIANA ORCHARD AND INDIANA AVE CAD SHEET 10-18-022_01X.DWG



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LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

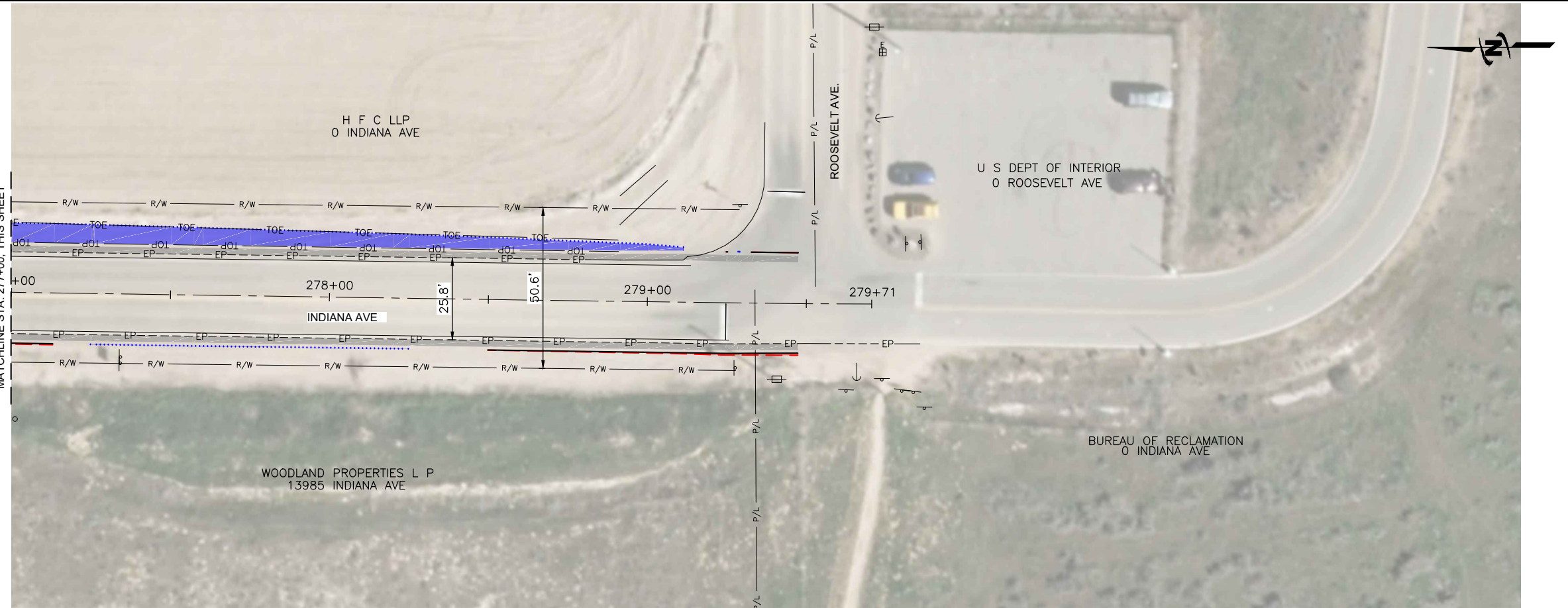
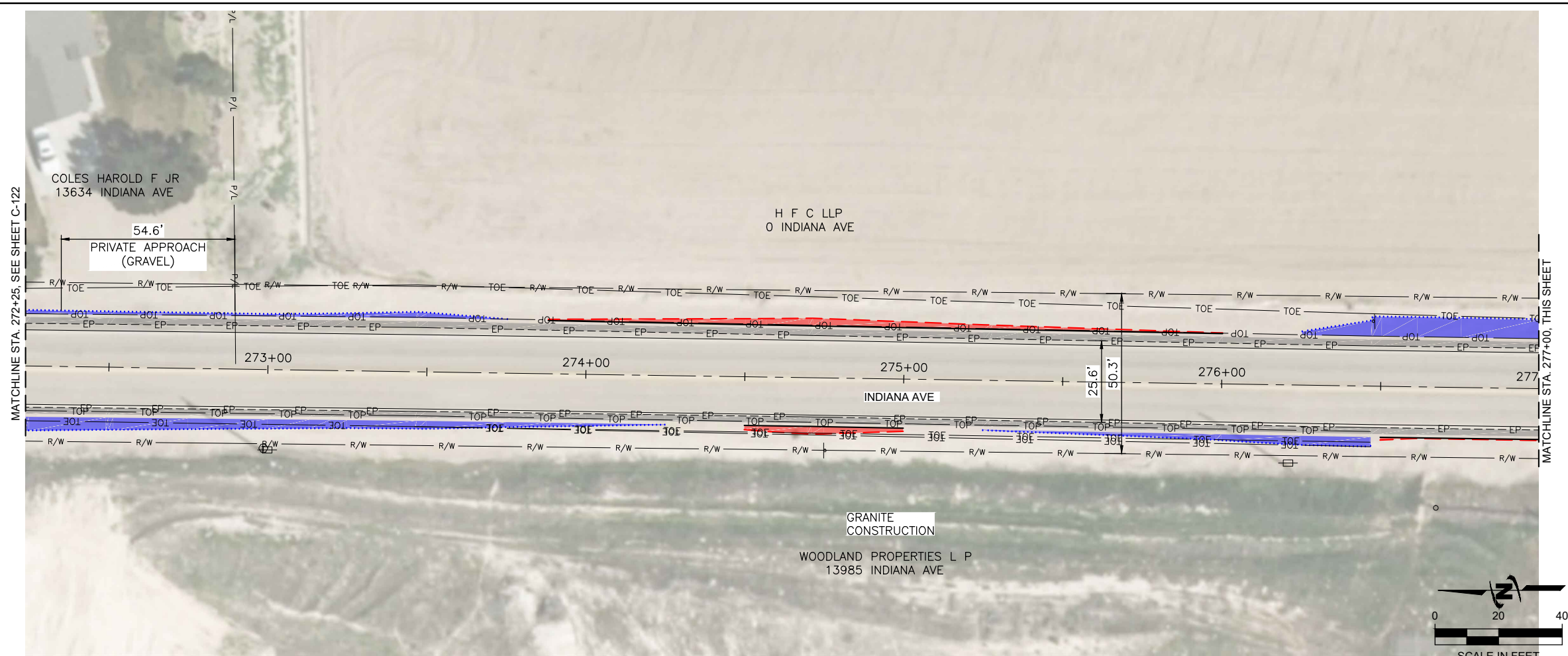
PRELIMINARY PLANS
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| NO. | REVISION | DESCRIPTION | BY | APPR. | DATE |
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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN
 INDIANA AVE

FILE: 10-18-002_001X
 JUB PROJ. #: 10-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB
 AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
 LAST UPDATED: 8/16/2018
 SHEET NUMBER:
C-122



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LEGEND

- NEW PAVEMENT
- FILL SLOPE
- CUT SLOPE

PRELIMINARY PLANS
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 J-U-B SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND OTHER RIGHTS IN THIS DESIGN. NO PART OF THIS DESIGN SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN CONSENT OF J-U-B. ANY REUSE WITHOUT WRITTEN CONSENT BY J-U-B WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO J-U-B.

| NO. | REVISION | DESCRIPTION | BY | APPR. | DATE |
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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY CONCEPT PLAN
 INDIANA AVE

FILE: 18-18-002_001X
 JUB PROJ. #: 18-18-002
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TAB

ONE INCH
 AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

LAST UPDATED: 8/16/2018

SHEET NUMBER:
C-123



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PLANS
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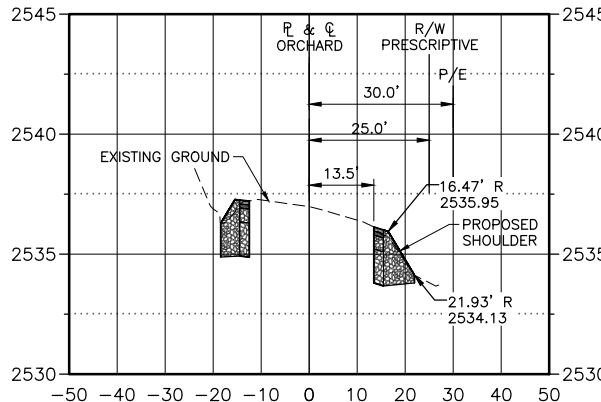
REUSE OF DRAWINGS
J-U-B SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND OTHER RIGHTS IN THIS DRAWING. IT IS THE RESPONSIBILITY OF THE USER TO OBTAIN ALL NECESSARY PERMITS AND CONSENTS. ANY REUSE WITHOUT WRITTEN CONSENT BY J-U-B WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO J-U-B.

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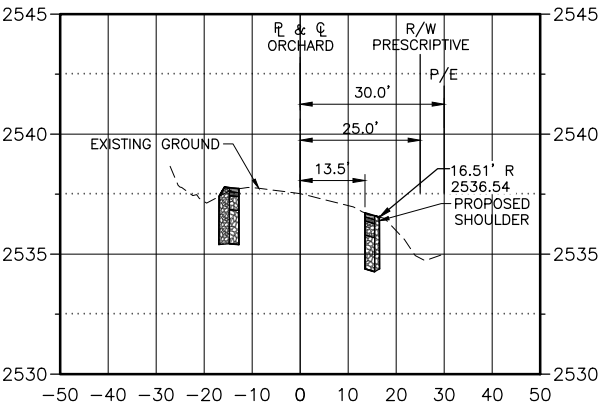
ORCHARD AVE AND INDIANA AVE SHARED ROADWAY
CONCEPT PLAN
CROSS SECTIONS
STA: 6+00 TO STA: 11+50

FILE: 10-18-002-C-300X
JUB PROJ. #: 10-18-002
DRAWN BY: SMD
DESIGN BY: SMD
CHECKED BY: TAB
AT FULL SIZE, IF NOT ONE
INCH, SCALE ACCORDINGLY
LAST UPDATED: 8/16/2018
SHEET NUMBER:
C-301

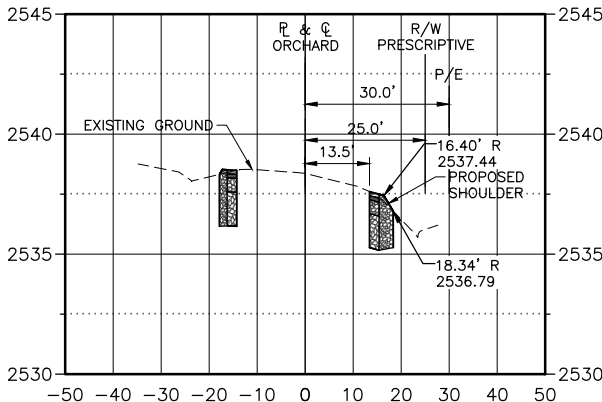
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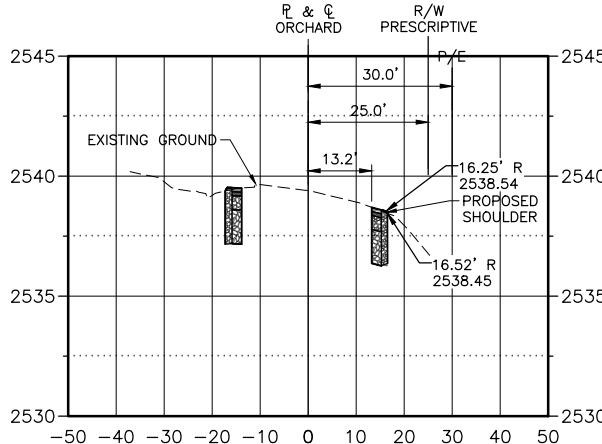
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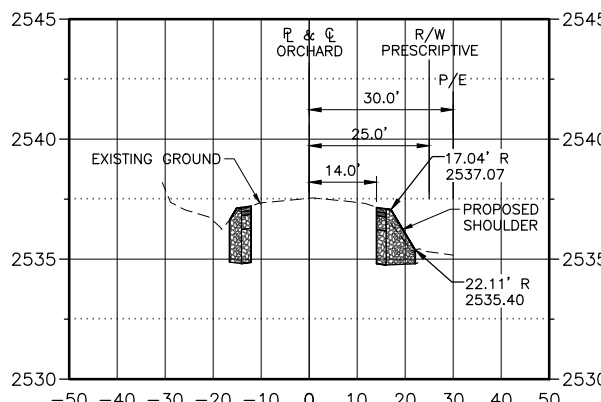
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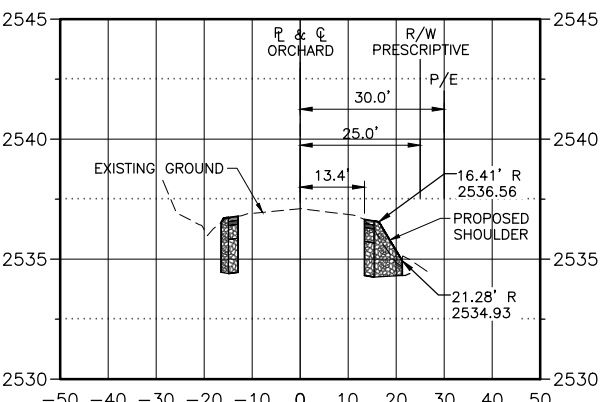
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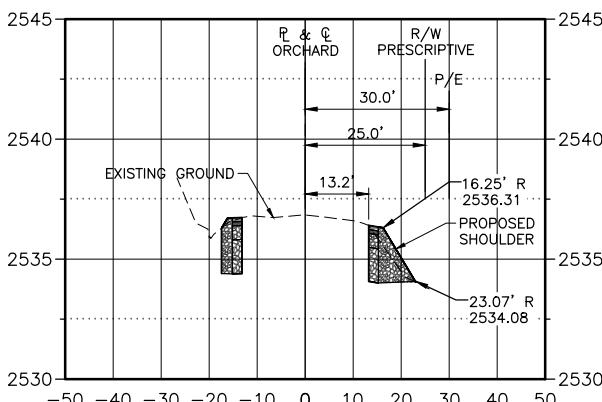
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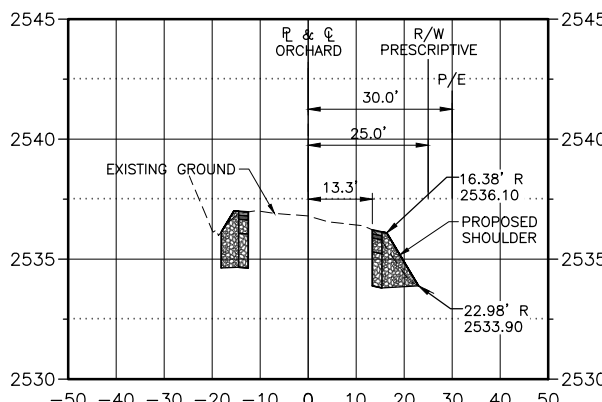
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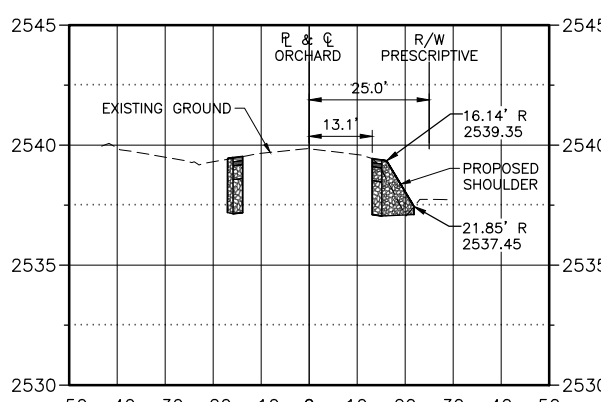
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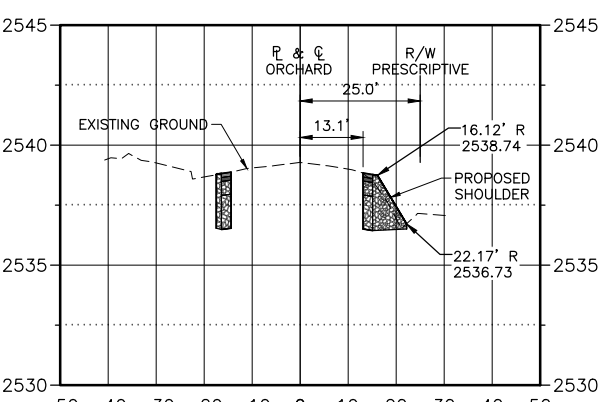
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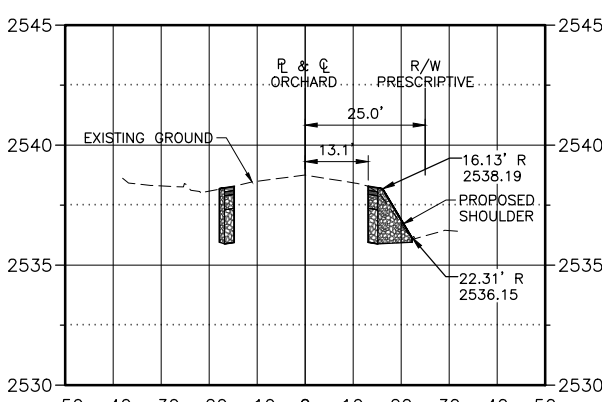
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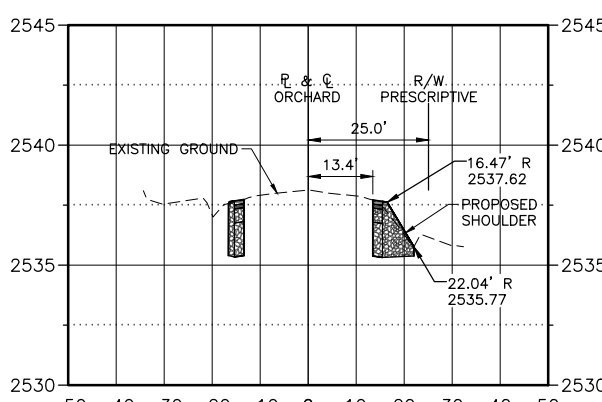
6+50



7+00



7+50



File Date: 8/16/2018 11:41 AM Plotted By: Matt Stippile
Date Created: 11/20/18 P:\PROJECTS\10-18-002\COMPASS INDIANA ORCHARD AVE\CAD\SHR1018-002-C-300X.DWG



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250 S. Beechwood Ave.
Suite 201

Boise, ID 83709-0944

Phone: 208.376.7330
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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY
CONCEPT PLAN

CROSS SECTIONS
STA: 12+00 TO STA: 17+50

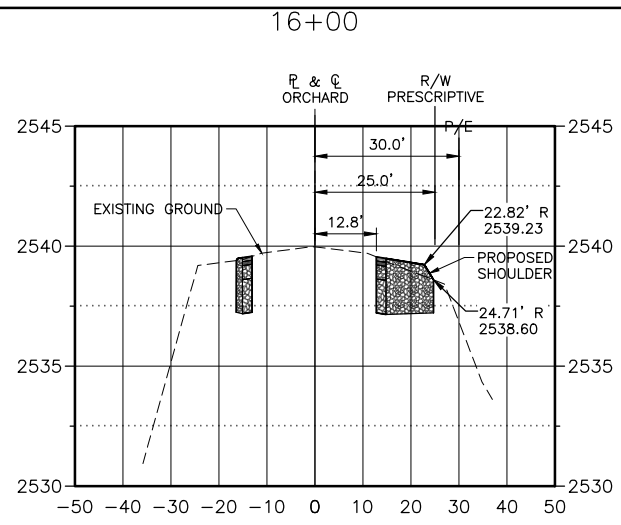
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JUB PROJ. #: 10-18-002
DRAWN BY: SMD
DESIGN BY: SMD
CHECKED BY: TAB

AT FULL SIZE, IF NOT ONE
INCH, SCALE ACCORDINGLY
LAST UPDATED: 8/16/2018

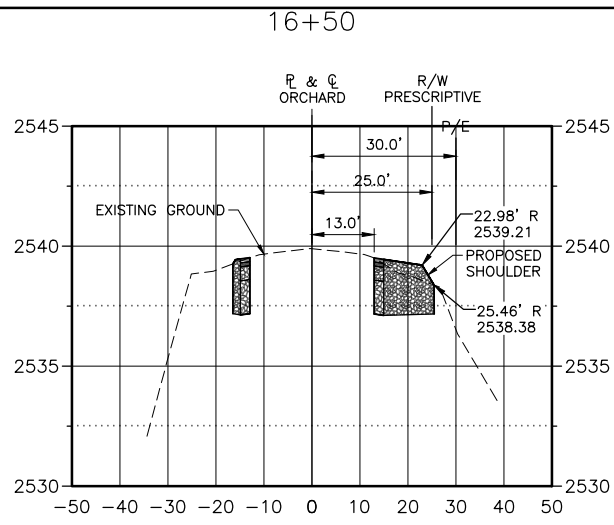
SHEET NUMBER:

C-302

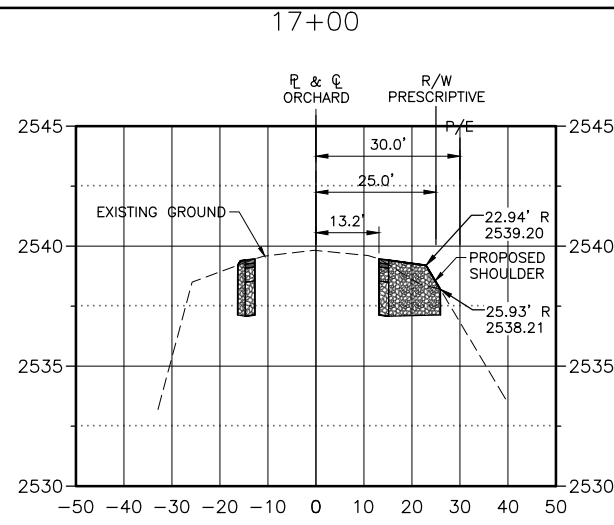
Plot Date: 8/16/2018 11:41 AM Plotted By: Matt Stippile
Date Created: 11/20/18 P:\PROJECTS\SUB10-18-002 COMPASS INDIANA ORCHARD AVE\CAD\SHEET\10-18-002_C-302X.DWG



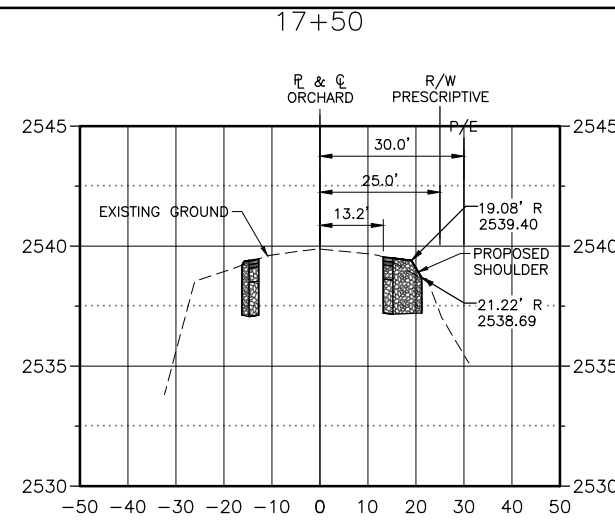
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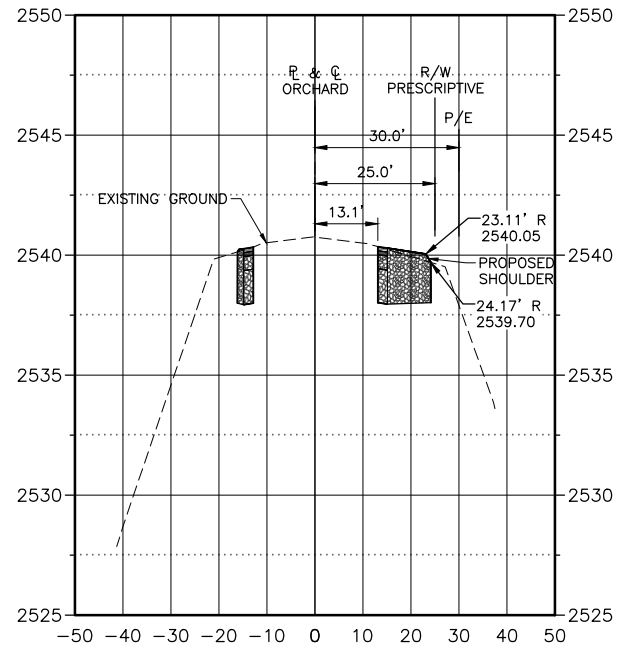
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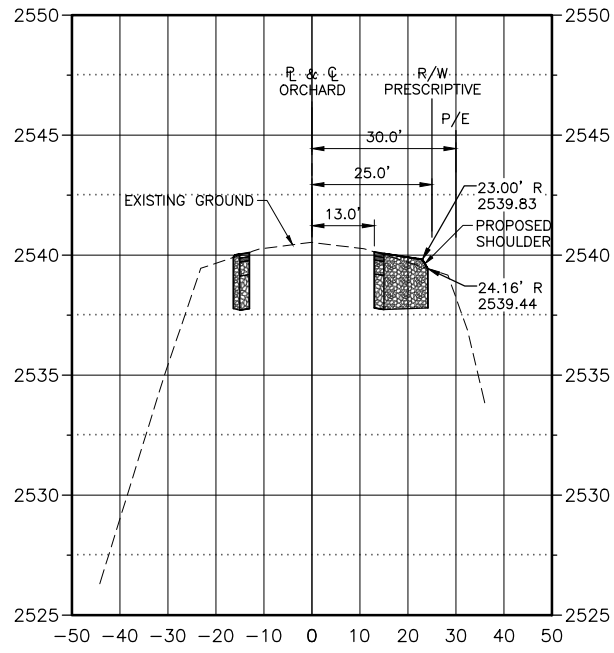
17+00



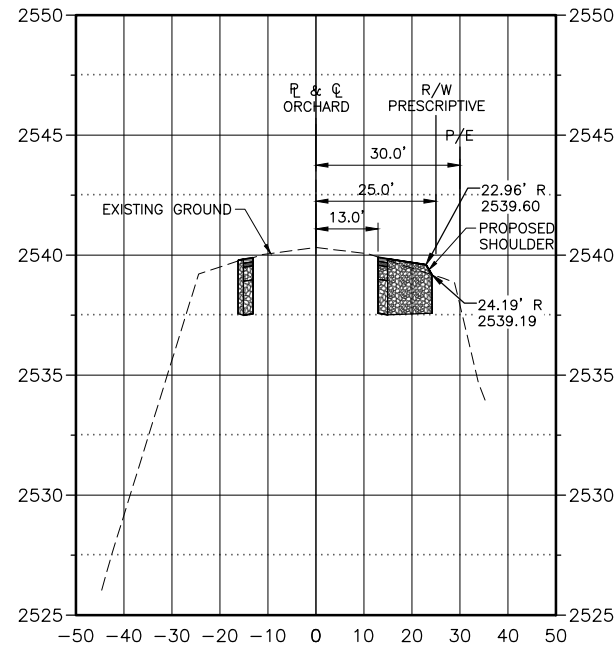
17+50



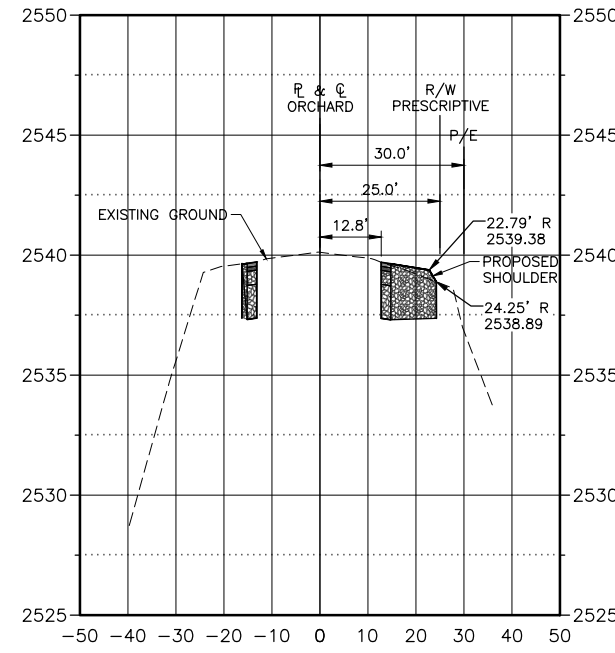
14+00



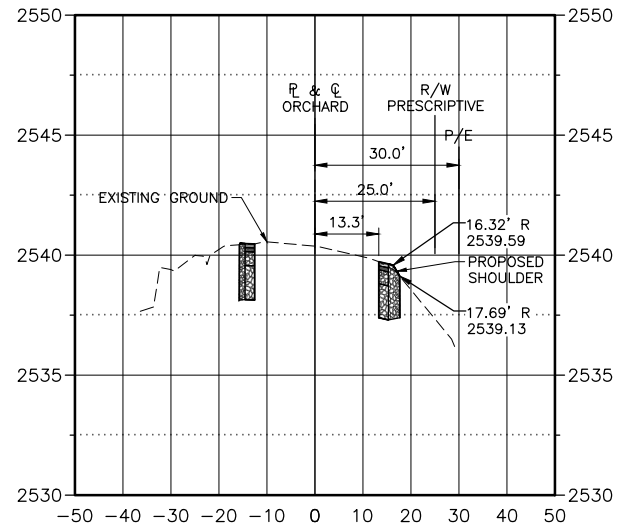
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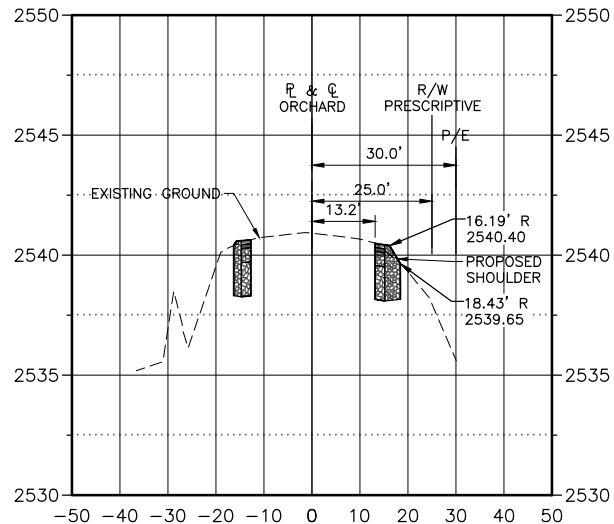
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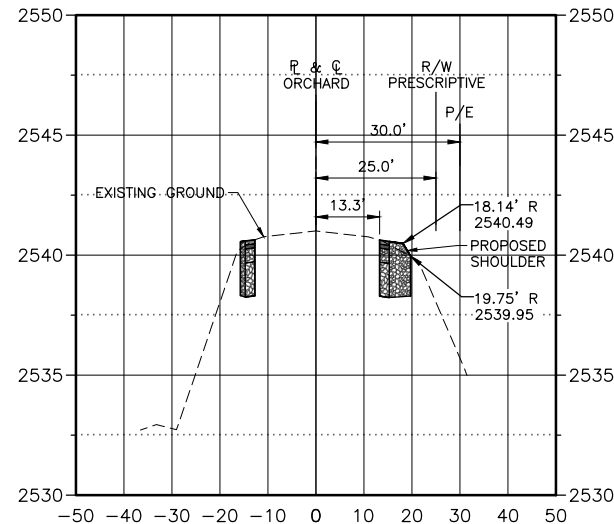
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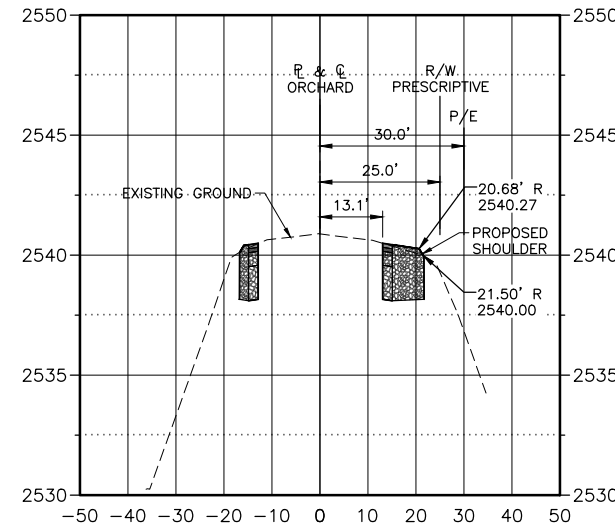
12+00



12+50



13+00



13+50



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J-U-B ENGINEERS, INC.
250 S. Beechwood Ave.
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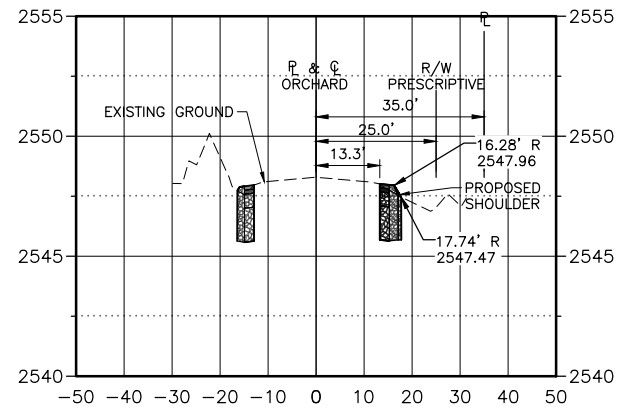
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ORCHARD AVE AND INDIANA AVE SHARED ROADWAY
CONCEPT PLAN
CROSS SECTIONS
STA: 18+00 TO STA: 23+00

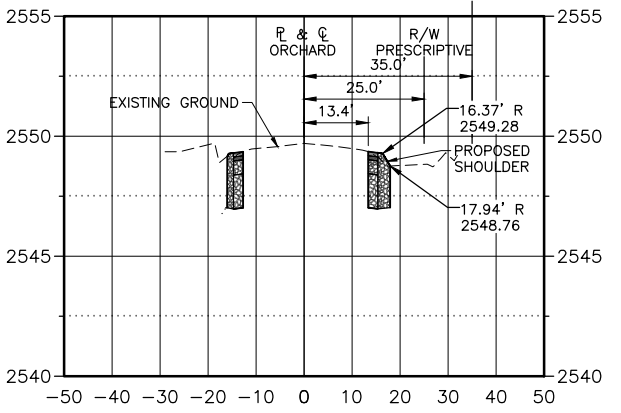
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DRAWN BY: SMD
DESIGN BY: SMD
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AT FULL SIZE, IF NOT ONE
INCH, SCALE ACCORDINGLY
LAST UPDATED: 8/16/2018

SHEET NUMBER:
C-303

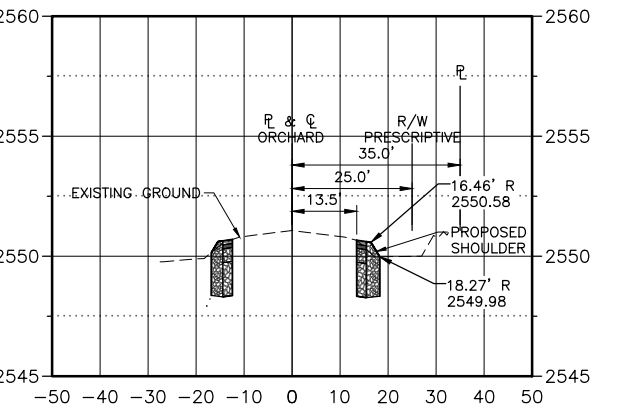
22+00



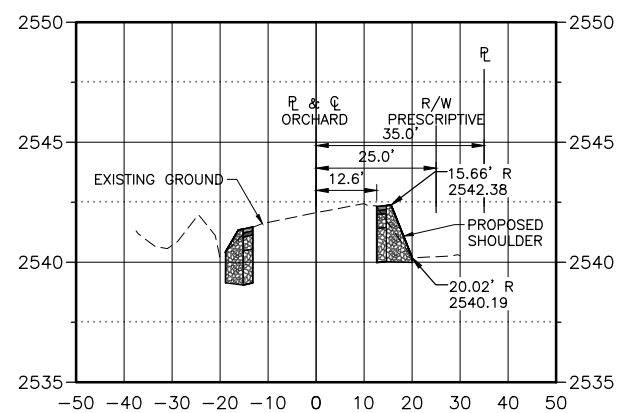
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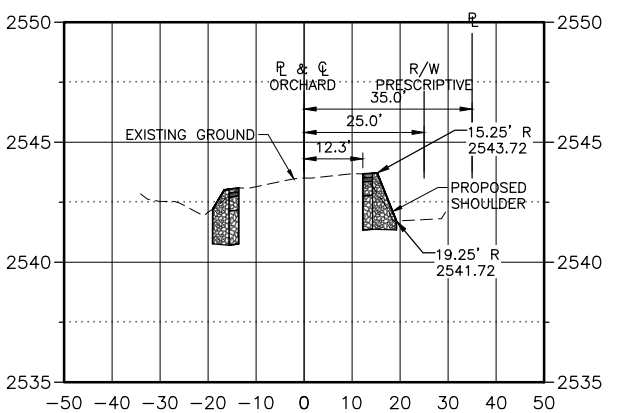
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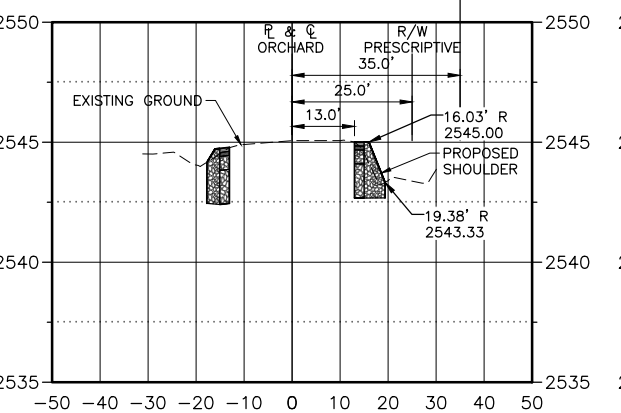
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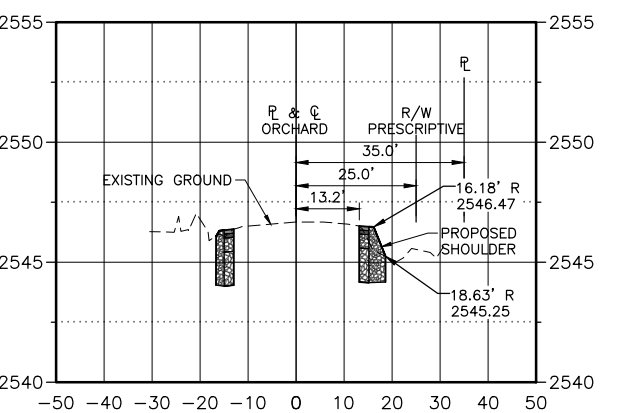
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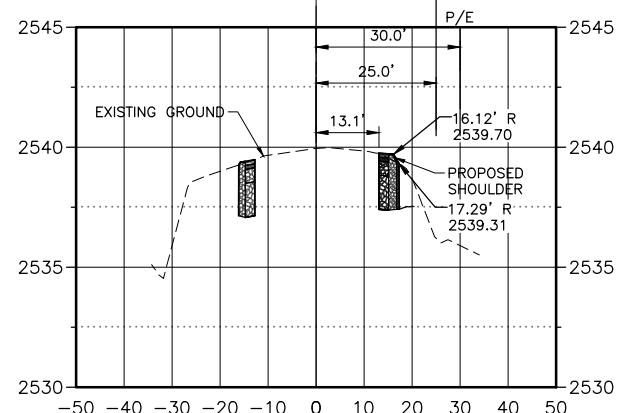
21+00



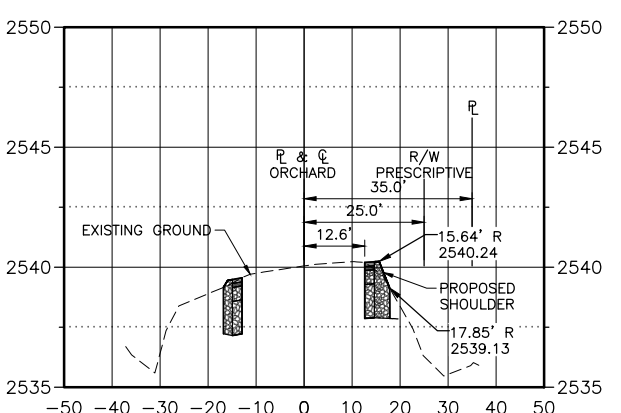
21+50



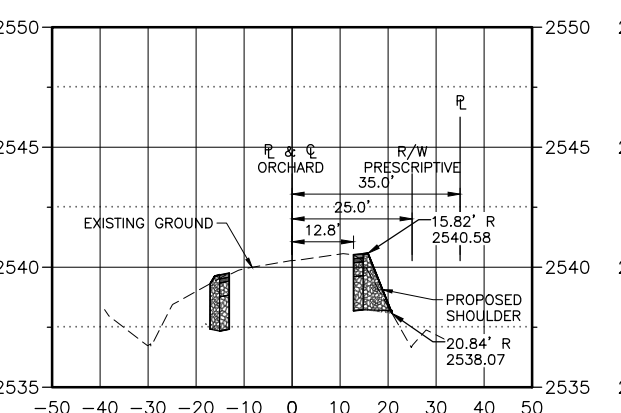
18+00



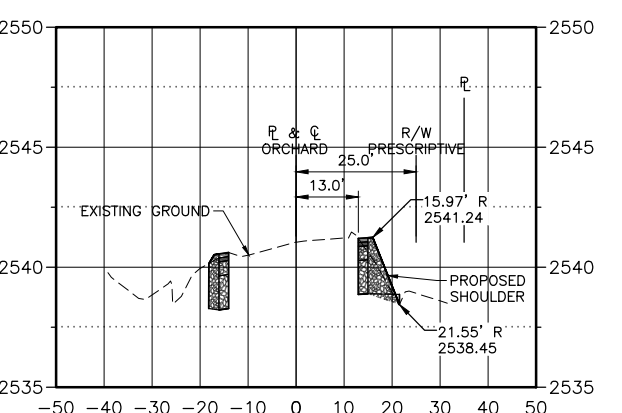
18+50



19+00



19+50



File Date: 8/16/2018 11:41 AM Plotted By: Matt Stipple
Date Created: 11/20/18 P:\PROJECTS\10-18-002 COMPASS INDIANA ORCHARD AVE\CAD\SHR18-002-C-303X.DWG

| # | Bid Item | Quantity | Unit Price | Unit | Total |
|----|--|----------|--------------|------|------------|
| 1 | 201-005A Clearing & Grubbing | 9.7 | \$ 3,000.00 | Acre | \$ 29,029 |
| 2 | 202-005A Selective Rem of Tree | 1 | \$ 5,000.00 | Each | \$ 5,000 |
| 3 | 202-015A Rem of Bituminous Surf | 3500 | \$ 5.00 | SY | \$ 17,500 |
| 4 | 203-020A Rem of Bridge | 1 | \$ 25,000.00 | Each | \$ 25,000 |
| 5 | 203-075A Remove Fence | 1500 | \$ 5.00 | LF | \$ 7,500 |
| 6 | 203-105A Remove Irrigation Structure | 2 | \$ 1,000.00 | Each | \$ 2,000 |
| 7 | 205-005A Excavation | 15366 | \$ 15.00 | CY | \$ 230,490 |
| 8 | 205-071A Exc. & Soft Spot Repair | 200 | \$ 30.00 | CY | \$ 6,000 |
| 9 | 212-011A Fiber Wattles | 10538 | \$ 3.00 | FT | \$ 31,613 |
| 10 | 301-005A Granular Sub Base | 3671 | \$ 15.00 | Ton | \$ 55,065 |
| 11 | 303-022A 3/4" Aggr for Base, Ty B | 19610 | \$ 18.00 | Ton | \$ 352,980 |
| 12 | 401-020A CSS-1 Dil Emul Asph for Tack Coat | 265 | \$ 3.00 | Gal | \$ 795 |
| 13 | 405-245A Approach | 60 | \$ 1,000.00 | Each | \$ 60,000 |
| 14 | 405-435A Superpave HMA w/Asph & Add | 2324 | \$ 90.00 | Ton | \$ 209,160 |
| 15 | 602-045A Culverts (24") | 254 | \$ 60.00 | LF | \$ 15,240 |
| 16 | 608-045A 24" Apron for Pipe | 16 | \$ 600.00 | Each | \$ 9,600 |
| 17 | 604-045A 24" Irr Pipe | 335 | \$ 80.00 | LF | \$ 26,800 |
| 18 | 609-025A Minor Structure | 2 | \$ 5,000.00 | Each | \$ 10,000 |
| 19 | 610-015A Fence TY 1B | 1100 | \$ 12.00 | LF | \$ 13,200 |
| 20 | 610-250A Braces | 6 | \$ 275.00 | Each | \$ 1,650 |
| 21 | 616-010A Signs Ty B | 108 | \$ 18.00 | SF | \$ 1,944 |
| 22 | 616-050A STL Sign Post FY E | 360 | \$ 5.00 | LB | \$ 1,800 |
| 23 | 621-010A Seeding | 9.7 | \$ 850.00 | Acre | \$ 8,225 |
| 24 | 621-015A Mulching | 9.7 | \$ 1,500.00 | Acre | \$ 14,514 |
| 25 | 621-035A Fertilizing | 9.7 | \$ 500.00 | Acre | \$ 4,838 |
| 26 | 626-010A Const Sign | 576 | \$ 6.00 | SF | \$ 3,456 |
| 27 | 626-040A Barricade Ty III | 8 | \$ 150.00 | Each | \$ 1,200 |
| 28 | 626-050A Drums | 120 | \$ 18.00 | Each | \$ 2,160 |
| 29 | 626-105A Traffic Control Maintenance | 250 | \$ 50.00 | HR | \$ 12,500 |
| 30 | 634-005A Mailbox | 24 | \$ 500.00 | Each | \$ 12,000 |
| 31 | S209-05A Ditch | 300 | \$ 13.00 | LF | \$ 3,900 |
| 32 | S610-05A Remove & Reset Fence (Vinyl) | 1 | \$ 3,500.00 | LS | \$ 3,500 |
| 33 | S900-60A Pav Marking | 73763 | \$ 1.00 | LF | \$ 73,763 |
| 34 | S900-62A Pav Marking Thermoplastic | 960 | \$ 15.00 | SF | \$ 14,400 |
| 35 | S605-05A Adjust Manhole | 2 | \$ 1,200.00 | Each | \$ 2,400 |
| 36 | S600-05A Adjust Valve | 1 | \$ 600.00 | Each | \$ 600 |
| 37 | S501-20A Bridge (precast 18'x50') | 900 | \$ 167.00 | SF | \$ 150,300 |
| 38 | Z629-05A Mobilization | 5% | | | \$ 72,000 |
| 39 | S900-50A Contingencies | 20% | | | \$ 285,000 |

Estimated Construction Cost: \$ 1,780,000

Design Engineering 12%: \$ 213,600

Construction Engineering & Inspection 10%: \$ 178,000

Total: \$ 2,171,600

BRIDGE INSPECTION REPORT

INDIANA AVENUE AND ORCHARD AVENUE
SHARED ROADWAY

Canyon Highway District No. 4 Bridge Inspection Report

| | |
|--------------------------|----------------------------|
| Bridge ID Number: 3025A1 | Location: E 240' Riverside |
| Street Name: Orchard Ave | Latitude: 43d 35' 46.5" |
| Waterway: Burris Lateral | Longitude: 116d 43' 19.5" |

Commentary

DECK: Concrete deck is in fair condition. Surface abrasion up to 3/16 inches deep. 1/16 inch longitudinal cracks in deck above beam joints. Asphalt wearing surface covering deck is in excellent condition.

CURBS: Concrete curbs are in good condition.

SUPERSTRUCTURE: Structure consists of 8 prestressed double tees, in satisfactory condition. Surface scaling and light efflorescence underside top flange of double tees. Moisture seepage occurring between girders. High waterline touches bottom 4 inches of girder legs.

SUBSTRUCTURE: Reinforced concrete substructure is in good condition. Sedimentation along both abutments to within 1 foot of girder bottoms.

WINGWALLS: Wingwalls are in good condition.

ROADWAY APPROACHES: Asphalt approaches are in excellent condition.

EMBANKMENT: Canal embankments are in good condition.

CHANNEL/CHANNEL PROTECTION: Dirt and sand channel is in good condition.

SIGNS: Standard hazard markers all 4 corners.

UTILITIES: Overhead power south. Telephone conduit south edge of bridge.

WORK ACCOMPLISHED: None.

MAINTENANCE RECOMMENDATIONS:
None at this time.

Inspector: _____



Hughes Engineering

3/23/2016

Canyon Highway District No. 4 Bridge Inspection Report

Bridge ID number: 3025A1
 Street Name: Orchard Ave
 Waterway: Burris Lateral

Location: E 240' Riverside
 Latitude: 43d 35' 46.5"
 Longitude: 116d 43' 19.5"

Condition

(58) Deck: 5 Fair
 (59) Superstructure: 6 Satisfactory
 (60) Substructure: 7 Good
 (61) Channel/Channel Protection: 8 Very Good
 (62) Culvert: NA
 Sufficiency Rating: 63.0%
 Deficiency: Not Deficient

Geometric Data

(43) Structure Type: 502-Prestressed Concrete
 (108) Wearing Surface: concrete
 (49) Structure Length: 23.7 ft
 (48) Maximum Span Length: 18.8 ft
 Height from Footing: UNDET
 (52) Width Out to Out: 32.5 ft
 (32) Approach Roadway Width: 22 ft
 (51) Curb to curb Width: 30.2 ft
 (34) Skew: 0 degrees
 Total SF: 770 sf
 Drawings on File: Old NBIS MK #27530

Appraisal

(36) Traffic Safety Features:
 Bridge Rail: 0 Substandard
 Transition: 0 Substandard
 Approach Rail: 0 Substandard
 Approach Rail Ends: 0 Substandard
 (66) Inventory Rating*: 19 tons
 (67) Structure Condition: 4 Tolerable
 (68) Deck Geometry: 5 Above min tolerable
 (69) Underclearance(vert hor): NA
 (71) Waterway Adequacy: 8 Equal Desirable criteria
 (72) Approach Roadway Align: 8 Equal Desirable criteria

Wearing Surface

Asphalt: 3.0 inches
 Granular: 0 inches
 Concrete: 0 inches
 Timber: 0 inches

Inspections

Last Inspection: 4/3/2014
 This Inspection: 3/23/2016
 Next Inspection: 3/2018
 Inspection Frequency: 24 months
 Inspector: Hughes Engineering

Age and Service

Year Built: 1965
 Year Reconstructed:
 (28) Lanes on: 2
 (29) Average Daily Traffic: 1118
 Year of ADT: 5/14/2001
 Truck ADT:
 (19) Detour Length: 2 mile(s)

Posting Information

Restricted:
 Posting:
 Max Axle:
 Type 3:
 Type 3S2:
 Type 3-3:

*conservative estimate

City of Middleton
Field Inspection Report Photos

Date: 3/23/2016
Roadway: Orchard Ave

Bridge Number: 3025A1
Feature Intersected: Burris Lateral



Description:
Looking East



Description:
Looking North

City of Middleton
Field Inspection Report Photos

Date: 3/23/2016
Roadway: Orchard Ave

Bridge Number: 3025A1
Feature Intersected: Burris Lateral



Description:
Underside view
looking South

BUREAU OF RECLAMATION PROPERTY INFORMATION

INDIANA AVENUE AND ORCHARD AVENUE
SHARED ROADWAY

From: Dillon, Charles
To: [Kathy Parker](#); [Annette deknijf@fws.gov](mailto:Annette_deknijf@fws.gov); [Brian Billingsley](#); cdillon@usbr.gov; [Tim Richard](#); [Lisa Bachman](#); [Tim Blair](#)
Cc: [Bryan Brown](#); [Victoria Hoffman](#); [Andrew Downing](#); tpage@boiseproject.org; [Boise Project Board of Control](#)
Subject: Request from the Bureau of Reclamation for the Bike Ped Path Project at Lake Lowell
Date: Friday, April 6, 2018 12:20:58 PM
Attachments: [CC Bike Ped 60 Feet.pdf](#)
[Mid_EBM_LL.pdf](#)
[Orchard_Easement.pdf](#)
[Orchard-Withdrawal.pdf](#)

All,

Attached are some maps showing the Bureau of Reclamation ownership. As you can see the area in question around the park is not part of the Bureau of Reclamation's holdings. Also the area with the fence east of the middle embankment on the south side was disposed to the landowner and is no longer part of our holdings.

Also attached is the agreement between the Bureau of Reclamation and Canyon County. For all the roadways that are part of this agreement the County has 60'.

Lastly, as part of the agreement, any maintenance performed on the lands on or around the middle embankment, not specified in the agreement, will need to be reviewed by the Bureau of Reclamation which would include review by the Boise Project Board of Control. Andrew Downing who is copied in this e-mail will be the contact for the review.

Chuck

--

Chuck Dillon
Resources Manager
Bureau of Reclamation, MSFO
208-383-2218
cdillon@usbr.gov

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PARCEL INFORMATION

DOC_ID:

4-0539

PARCEL_ID:

PSE0679

AREA_TRACT_ID

00042534002300

TOWNSHIP/RANGE:

2N 2W

SECTION

99

VENDOR:

Canyon County

DEED DATE:

DEED TYPE :

FEE

DISPOSAL

1890-U

1890-D

DMG
LINE

EASE

OUTGRANT

OTHER:

DEED INSTRUMENT NUMBER:

CONTRACT NUMBER:

14-06-100-6437

CONTRACT DATE:

2/4/1969

CONTRACT INSTRUMENT NO.

FOLDER INFO:

LND 3.00 FLDR# 1148250

COMMENTS:

Canyon County roads easement. Covers 2N2W, 2N3W, 3N3W.

PARCEL INFORMATION

DOC_ID:

4-0539

PARCEL_ID:

PSE0679

AREA_TRACT_ID

00042629001600

TOWNSHIP/RANGE:

2N 3W

SECTION

99

VENDOR:

Canyon County

DEED DATE:

DEED TYPE :

FEE

DISPOSAL

1890-U

1890-D

DMG
LINE

EASE

OUTGRANT

OTHER:

DEED INSTRUMENT NUMBER:

CONTRACT NUMBER:

14-06-100-6437

CONTRACT DATE:

2/4/1969

CONTRACT INSTRUMENT NO.

FOLDER INFO:

LND 3.00 FLDR# 1148250

COMMENTS:

Canyon County roads easement. Covers 2N2W, 2N3W,
3N3W.

AAA

PARCEL INFORMATION

DOC_ID:

4-0539

PARCEL_ID:

PSE0679

AREA_TRACT_ID

00042630005100

TOWNSHIP/RANGE:

3N 3W

SECTION

99

VENDOR:

Canyon County

DEED DATE:

DEED TYPE :

FEE

DISPOSAL

1890-U

1890-D

DMG
LINE

EASE

OUTGRANT

OTHER:

DEED INSTRUMENT NUMBER:

CONTRACT NUMBER:

14-06-100-6437

CONTRACT DATE:

2/4/1969

CONTRACT INSTRUMENT NO.

FOLDER INFO:

LND 3.00 FLDR# 1148250

COMMENTS:

Canyon County roads easement. Covers 2N2W, 2N3W,
3N3W.

AAA

190. - Canyon Co
B -

770. -
BOISE PROJECT

Central Snake Projects Office
214 Broadway Ave.
Box 7504, Boise, Idaho 83707
February 7, 1969

Mr. William Norberg Jr., Chairman
Canyon County Board of Commissioners
Caldwell, Idaho 83605

OFFICIAL FILE COPY

| Date | Surname | Code |
|------|---------|------|
| 2/7 | QEK | 110 |
| | | 100 |
| | | |
| | | |
| | 4-576 | |
| | 2228 | |

Ref: Canyon County Road Right-of-way Easement,
Lake Lowell Area, Contract No. 14-06-100-
6437 of 2-4-69

Dear Mr. Norberg:

Enclosed is a duplicate original of the above contract for Canyon County records. You will no doubt want to have it recorded.

As discussed recently over the phone, this is something that should have been of record many years ago but just never was accomplished. Please advise your road department personnel of article 5 pertaining to road work on the Lake Lowell Embankments. The reason for this requirement is that our regulations require us to obtain prior approval from our Chief Engineer in Denver before any work can be done on such Reclamation constructed major structures other than routine road maintenance.

It is very interesting to note that Lake Lowell is a rather unique cooperative operation. It was originally authorized as an irrigation project and in 1937 a Presidential Order superimposed the Deer Flat Wildlife Refuge upon it. We now have the Bureau of Sport Fisheries & Wildlife administering all the area except those areas designated as Reclamation Zones. The Reclamation Zones and water storage are administered by the Boise Project Board of Control. Also, several of the recreation areas have been administered by Canyon County under a lease agreement with the Bureau of Sport Fisheries & Wildlife. The latter has taken a fine effort by both the Board of Commissioners and the Sheriff and his staff.

In addition to the above, we have all worked with staff members of the National Park Service and the Marsing Conservation Camp. The cooperative working relationship has been outstanding and very gratifying and much of the success has been due to the fact we have made a real effort to keep everyone involved informed.

The recreational activity in the area will increase greatly as new facilities are added. We are looking forward to this continued fine cooperative management effort of the area.

Sincerely,

Geo. A. Reberger

Project Superintendent

Enclosure (1)

Copy to: B.S.F. & W., Portland, Oregon, w/3 encls.
Manager, Deer Flat Refuge, Nampa, Idaho, w/encl.
Manager, Boise Project Board of Control, Boise, Idaho, w/encl.

cc: R.O. 360 and 400 w/encl. to each

GReberger:rd

FORM B-77
USBR Reg. 1
Rev. 4-63

| | |
|---------|----------|
| Class | LWD-3.00 |
| Project | 1978-BCI |
| Ctrl # | 09031288 |
| FLDR # | 1748350 |

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGION I

Boise Project, Arrowrock Division, Idaho
(Project or office)

RECORD OF EXECUTION OF CONTRACT

Contractor Canyon County, Idaho
 Contract No. 14-06-100-6437 Date of contract .. February 4, 1969
 Estimated amount involved \$
 Purpose Grant of right of way for County roads in Lake Lowell area
 Remarks:

Place Boise, Idaho Date February 3, 1969

- 1. Contract transmitted to Field Solicitor for legal approval.

JW
2/3/69

[Signature] **ACTING** Regional Supervisor
of Irrigation
(Title)

Place Boise, Idaho Date FEB 4 1969

- 2. Contract given legal approval.

[Signature]
For the Field Solicitor

- 3. Contract executed and transmitted to the following:

2-7-69

Original contract - Reg. Dir., Boise (Attn: 360 for GAO site audit) /
 Duplicate original to contractor and Project Superintendent, Boise, Idaho
 Copy to: ~~XXXXXX~~ Bureau of Sport Fisheries & Wildlife, Portland (3)
~~XXXXXXXXXXXXXXXXXXXX~~ Bureau of Sport Fisheries & Wildlife,
 Deer Flat Refuge, Nampa, Idaho
 Boise Project Board of Control, Boise, Idaho
 RO, Attn: 400

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGION 1

Boise Project, Arrowrock Division, Idaho
(Project or office)

RECORD OF EXECUTION OF CONTRACT

Contractor Canyon County, Idaho
Contract No. 14-06-100-6457 Date of contract .. February 4, 1969
Estimated amount involved \$
Purpose Grant of right of way for County roads in Lake Lowell area
Remarks:

Place.....Boise, Idaho..... Date February 3, 1969.

1. Contract transmitted to Field Solicitor for legal approval.

JW
2/3/69

[Signature] **ACTING** Regional Supervisor
of Irrigation
(Title)

Place.....Boise, Idaho..... Date..... **FEB 4 1969**

2. Contract given legal approval.

[Signature]
For the Field Solicitor

3. Contract executed and transmitted to the following:

- Original contract - Reg. Dir., Boise (Attn: 360 for GAO site audit)
- Duplicate original to contractor and Project Superintendent, Boise, Idaho
- Copy to: ~~XXXXXX~~ Bureau of Sport Fisheries & Wildlife, Portland (3)
- ~~XXXXXXXXXXXXXXXXXXXX~~ Bureau of Sport Fisheries & Wildlife,
Deer Flat Refuge, Nampa, Idaho
- Boise Project Board of Control, Boise, Idaho
- RO, Attn: 400

NOW, THEREFORE, in UNITED STATES of the mutual covenants and stipulations hereinafter DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

Region 1
4. The United Central Snake Projects Office antee, subject to the Boise Project - Arrowrock Division - Idaho terms and conditions of this Lake Lowell Area

2. An agreement to construct, reconstruct and maintain County CANYON COUNTY ROAD RIGHT-OF-WAY EASEMENT roads, not to exceed 60 feet in width, over, across, and upon that portion

of the fol. THIS AGREEMENT, Made this 4th day of February, 1969

, pursuant to the Act of Congress approved June 17, 1902 (32 Stat. 388) and acts amendatory thereof or supplementary thereto, all of which acts are commonly known and referred to as the Federal Reclamation Laws, between THE UNITED STATES OF AMERICA, hereinafter called the United States, represented by the officer executing this agreement, hereinafter called the Contracting Officer, and CANYON COUNTY, STATE OF IDAHO, a body politic, hereinafter called the Grantee, acting by and through its Board of County Commissioners, hereinafter styled the Board.

WITNESSETH, THAT:

2. WHEREAS, in connection with the Arrowrock Division of the Boise Project, Idaho, the United States, through the Bureau of Reclamation, Department of the Interior, has, pursuant to Federal Reclamation Laws acquired certain lands for the construction, operation and maintenance of Lake Lowell in Canyon County, Idaho, and

3. WHEREAS, the Grantee desires to utilize portions of such lands identified as Exhibit "A" and by this reference made a part hereof for the purpose of construction, reconstruction and maintenance of County roads upon the premises;

NOW, THEREFORE, in consideration of the mutual covenants and stipulations hereinafter stated, the parties hereto agree as follows:

4. The United States hereby grants to the Grantee, subject to the terms and conditions of this agreement:

a. An easement to construct, reconstruct and maintain County roads, not to exceed 60 feet in width, over, across, and upon that portion of the following described lands that were acquired by the United States for the construction, operation and maintenance of Lake Lowell:

T. 2 N., R. 2 W.
Sec. 7, S $\frac{1}{2}$
Sec. 18, N $\frac{1}{2}$ NE $\frac{1}{4}$

T. 2 N., R. 3 W.
Sec. 2, S $\frac{1}{2}$
Sec. 3, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$
Sec. 4, NE $\frac{1}{4}$
Sec. 12, N $\frac{1}{2}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$

T. 3 N., R. 3 W.
Sec. 16, SW $\frac{1}{4}$
Sec. 17, S $\frac{1}{2}$
Sec. 19, NE $\frac{1}{4}$ NE $\frac{1}{4}$
Sec. 20, NW $\frac{1}{4}$ NW $\frac{1}{4}$
Sec. 22, NE $\frac{1}{4}$ NW $\frac{1}{4}$
Sec. 26, S $\frac{1}{2}$
Sec. 29, S $\frac{1}{2}$
Sec. 30, E $\frac{1}{2}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$
Sec. 32, NE $\frac{1}{4}$ NE $\frac{1}{4}$
Sec. 35, N $\frac{1}{2}$
Sec. 36, W $\frac{1}{2}$

Said County roads upon and across these lands shall be located as more particularly shown shaded in red on the map attached hereto, identified as Exhibit "A" and by this reference made a part hereof.

b. The right to locate, reconstruct, and maintain County roads over and across the Upper, Lower, and Forest Embankments of Lake Lowell

within Sections 17, 19, 20, 35 and 36 of T. 3 N., R. 3 W., B.M., as more particularly shown by the areas shaded in green on the attached Exhibit "A"; provided, however, that no reconstruction or maintenance work on said County roads, other than minor grading or surface repair, will be performed without the prior written approval of the Contracting Officer.

5. The Grantee shall use said premises for the purposes herein stated and agrees that in the use of said premises it shall conduct its operations in a good and workmanlike manner, and shall insure compliance with the laws of the State of Idaho, and with all laws, regulations and orders of the United States affecting such operations. The failure of the Grantee, after due notice, to abide by any of the terms and conditions of any of such applicable laws, rules and regulations shall cause this agreement to be subject to immediate termination at the option of the Contracting Officer.

6. This agreement is granted subject to all rights previously acquired by third parties.

7. The Grantee agrees as follows:

a. There is reserved to the United States, its successors and assigns, the prior right to use any of the right-of-way herein described to construct, operate and maintain all structures and facilities, including, but not limited to, canals, wasteways, laterals, ditches, roadways, electrical transmission lines, communication structures generally, substations, switchyards, powerplants and any other appurtenant irrigation and power structures and facilities, without any payment made by the United States or its successors for such right.

b. That if the construction of any or all of such structures and facilities across, over or upon said right-of-way should be made more expensive by reason of the existence of improvements or works of the Grantee thereon, such additional expense is to be estimated by the Secretary of the Interior, whose estimate is to be final and binding upon the parties hereto. Within thirty days after demand is made upon the Grantee for payment of any such sums, the Grantee will make payment thereof to the United States or any of its successors or assigns constructing such structures and facilities across, over and upon said lands. As an alternative to payment, the Grantee, at its sole cost and expense and within time limits established by the Government, may remove or adapt facilities constructed and operated by it on said right-of-way to accommodate the aforementioned structures and facilities of the United States. The Grantee shall bear the cost to the Government of any costs occasioned by the failure of the Grantee to remove or adapt its facilities within the time limits specified.

c. There is also reserved to the United States the right of its officers, agents, employees, licensees and permittees, at all proper times and places freely to have ingress to, passage over, and egress from all of said right-of-way for the purpose of exercising, enforcing and protecting the rights reserved herein.

d. That the United States, its officers, agents and employees and its successors and assigns shall not be held liable for any damage to the Grantee's improvements or works by reason of the exercise of the

rights here reserved; nor shall anything contained in this paragraph be construed as in any manner limiting other reservations in favor of the United States contained in this agreement.

8. The Grantee releases and agrees to indemnify and hold harmless the United States, its officers, agents and employees, on account of all damages or claims for damages, by whomsoever made and of any nature whatsoever arising out of or in any manner connected with the exercise by the Grantee, its officers, agents and employees, of the privileges granted by this agreement.

9. The Grantee will use, operate and maintain the land covered by this agreement in such a manner as not to interfere with the operation and maintenance of the Boise Project or with the administration of adjacent land owned by the United States.

10. The Grantee shall not assign or transfer this agreement without the written consent of the Contracting Officer and approval by the Contracting Officer of the form of assignment to be used.

11. This agreement shall terminate:

a. At the option of the Contracting Officer if the Grantee fails to comply with any of the terms and conditions thereof.

b. At the option of the Contracting Officer upon discontinuance by the Grantee of the use of the land covered by this agreement for the purposes herein stated for a period of twelve (12) consecutive months.

c. At the request of the Grantee by giving written notice to the Contracting Officer.

12. This agreement is subject to the Equal Employment Opportunity provisions and the Civil Rights Clause attached hereto and by this reference made a part hereof.

13. The Grantee warrants that no person or agency has been employed or retained to solicit or secure this agreement upon any arrangement or understanding for a commission, percentage, brokerage or contingent fee, except bona fide established commercial agencies maintained by the Grantee for the purpose of securing business. For breach or violation of this warranty, the Government shall have the right to annul this agreement without liability or in its discretion to require the Grantee to pay to the United States the full amount of such commission, percentage, brokerage or contingent fee.

14. No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this agreement or to any benefit that may arise herefrom, but this restriction shall not be construed to extend to this agreement if made with a corporation or company for its general benefit.

IN WITNESS WHEREOF, the parties hereto have executed this agreement the day and year first above written.

THE UNITED STATES OF AMERICA

By Norman H. Moor
Acting Regional Director, Region 1
Bureau of Reclamation
Department of the Interior

(SEAL)

CANYON COUNTY, STATE OF IDAHO

ATTEST:

By Walter Fry
Clerk

By Fred K. Nichol
Commissioner, Chairman

C. M. Thudgyle
Commissioner

Ira L. Craven
Commissioner

We concur:

We Concur:

BOISE PROJECT BOARD OF CONTROL

BUREAU OF SPORT FISHERIES & WILDLIFE

By Isaac Blikenstad
Chairman, Board of Control
Boise, Idaho

By Henry J. Beckley
Acting Regional Director, Region 1
Portland, Oregon

Dated 1-8-69

Dated 1-30-69

STATE OF IDAHO)
: ss
County of Ada)

On this 4th day of February, 1969, personally

appeared before me Norman H. Moore, to me known to be the official of THE UNITED STATES OF AMERICA that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said United States, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.



John H. Welch
Notary Public in and for the
State of Idaho
Residing at Boise
My commission expires: 6-10-71

STATE OF IDAHO)
: ss
County of Canyon)

On this 30th day of December, 1968, personally

appeared before me Fred K. Nichol, C. M. Van Slyke and Ira L. Craven, to me known to be the members of the Board of County Commissioners, CANYON COUNTY, STATE OF IDAHO, that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said Canyon County, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.



Robert H. Light
Notary Public in and for the
State of Idaho
Residing at: Caldwell, Idaho
My commission expires: 1972

Equal Employment Opportunity

a. During the performance of this contract, the Canyon County, in this article referred to as the contractor, agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, creed, color or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the administering agency, advising the labor union or workers' representative of the contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

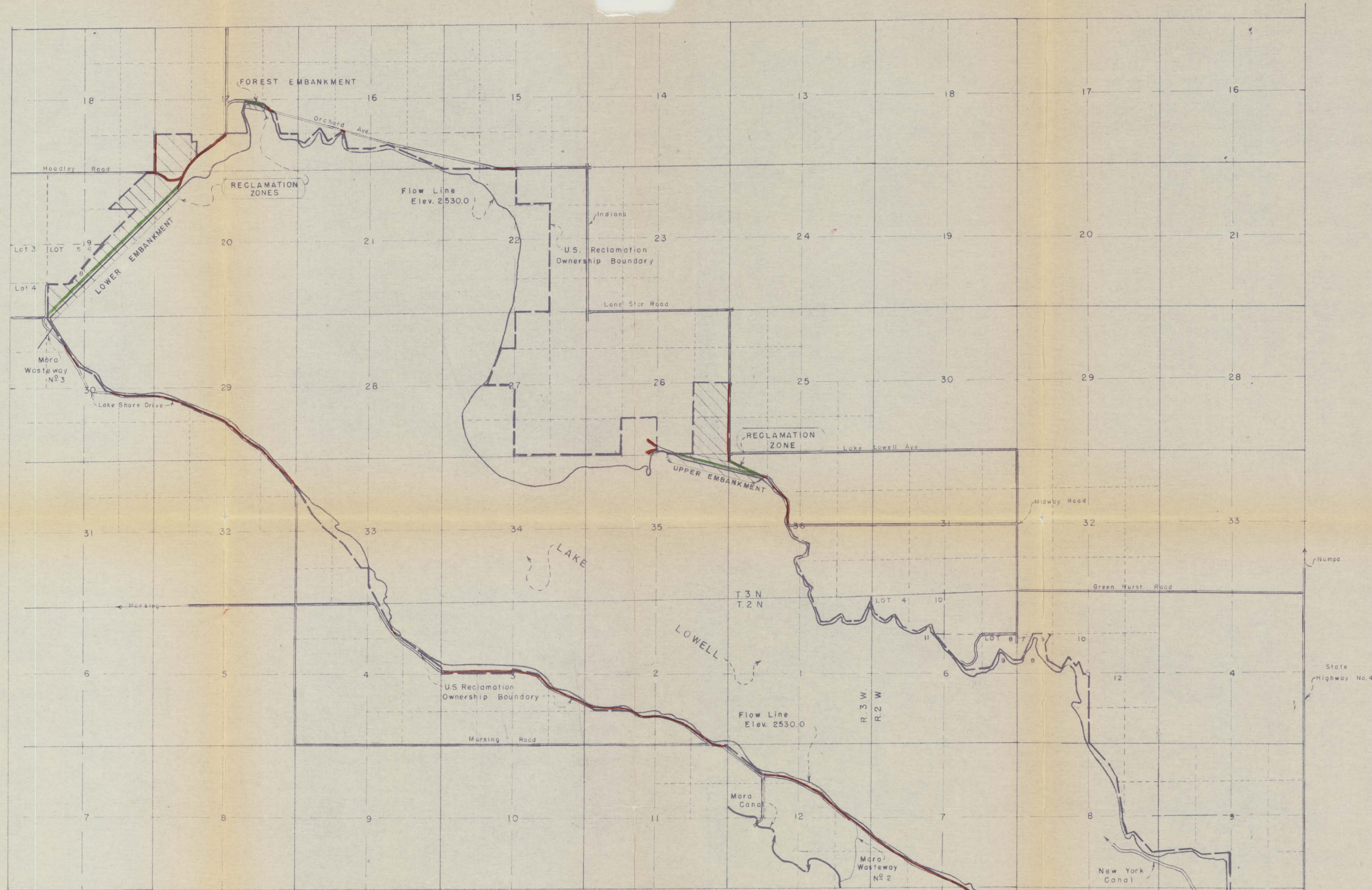
(4) The contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(5) The contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

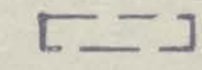
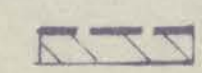
(7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

Inclusion of the above Equal Employment Opportunity clause in subcontracts may be by reference to Section 202 of Executive Order No. 11246 of September 24, 1965. Subcontracts below the second tier, other than subcontracts calling for construction work at the site of construction, are exempt from the requirements of the clause.



NOTE U.S. Geological Survey Maps used as base.

All US Reclamation lands are located within the Wildlife Refuge boundary.

 U.S. Reclamation Ownership Boundary
 Reclamation Zone



 Perpetual road rights-of-way easement conveyed to Canyon County, Idaho
 Perpetual restrictive road rights-of-way easement across the Upper, Forest & Lower Embankments conveyed to Canyon County, Idaho

Exhibit "A"

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
BOISE PROJECT

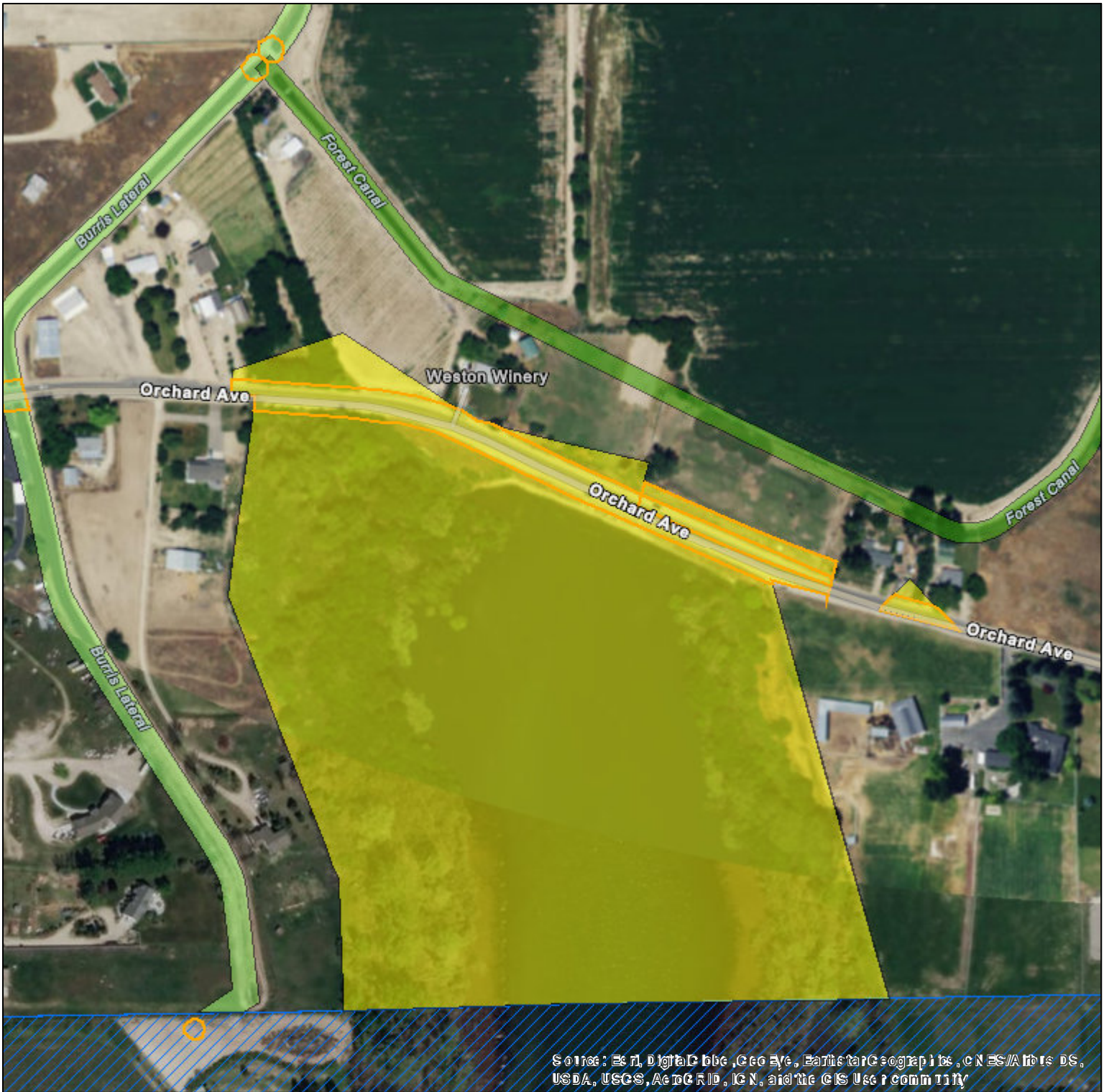
LAKE LOWELL AREA MAP

DRAWN J.H.H.
TRADED
CHECKED

SUBMITTED
RECOMMENDED *Geo. A. Reberger*
APPROVED *D.W. Applegate*

Scale 1" = 2000'

Middle Snake Field Office Lands



- Lands Outgrants (PN, MSFO, 2017)
- Lands Acquisitions (PN, MSFO, 2017)**
- Fee Title
- 1890 Defined
- 1890 Undefined

- Withdrawals (PN, MSFO, 2015)
- Townships (PN, BLM & MSFO, 2017)
- Sections (PN, BLM & MSFO, 2017)

Miles
0 0.1

This map is provided as-is and may contain representations of property boundaries. It is intended for general reference only. None of the parties involved in preparing this map or data contained herein warrant or represent information to be complete and accurate, and cannot be held responsible for errors or omissions.

Middle Snake Field Office Lands



Source: Esri, DigitalGlobe, GeoEye, EarthstarGeographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User community

Lands Outgrants (PN, MSFO, 2017)

Lands Acquisitions (PN, MSFO, 2017)

 Acquired Easement

Townships (PN, BLM & MSFO, 2017)


Sections (PN, BLM & MSFO, 2017)



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Middle Snake Field Office Lands



-  Withdrawals (PN, MSFO, 2015)
- Townships (PN, BLM & MSFO, 2017)
- Sections (PN, BLM & MSFO, 2017)



This map is provided as-is and may contain representations of property boundaries. It is intended for general reference only. None of the parties involved in preparing this map or data contained herein warrant or represent information to be complete and accurate, and cannot be held responsible for errors or omissions.

ENVIRONMENTAL INFORMATION

INDIANA AVENUE AND ORCHARD AVENUE
SHARED ROADWAY

Environmental Screening

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



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

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

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

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

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

| | |
|---|--|
| Project Type/Scope of Work (i.e., landscaping, bike/pedestrian path, etc.) Bike/Pedestrian Shared Use Path | Project Name/Location Orchard Avenue and Indiana Avenue Shared Roadway, Canyon County |
|---|--|

| | Yes | No |
|---|-------------------------------------|-------------------------------------|
| <p>Right of Way/Property Impacts - Will the project require acquisition of temporary or permanent easements, or right of way? Is the project on, or through, federal lands or tribal lands? Will the project cause a temporary or permanent disruption to a commercial property or residential neighborhood?</p> <p>Explain:</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Traffic - Does the project add traffic lanes or traffic capacity?</p> <p>Explain: The proposed project will only widen the roadway enough to make space for a bicycle and pedestrian path outlining the roadway.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Ground Disturbance - Does the project disturb more than one acre of land?</p> <p>Explain: Total ground disturbance is currently unknown; A NPDES Storm Water Pollution Prevention Plan will be required as ground disturbance will exceed one acre and it is likely that storm water could be discharged into Waters of the U.S.</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>Stormwater - Where does the water (rain, snowmelt) from this project area drain?</p> <p> <input checked="" type="checkbox"/> Sheet flows to surface waters (canal, stream, lake) <input type="checkbox"/> Conveyed by ditch or pipe to surface waters <input type="checkbox"/> Storm Sewer System (Municipal system) <input type="checkbox"/> Infiltrate in Place (retention pond or topography with no drainage outlet [low area]) <input type="checkbox"/> Other – if none of the above conditions </p> <p>Explain:</p> | | |
| <p>Surface Waters - Does the project site contain any boggy, swampy, or wetland areas?</p> <p>Does the project impact (fill or temporarily impact) any wetland, stream, lake or other water body?</p> <p>Explain: The NWI map indicates that there are wetlands along Lake Lowell, south of the project area. There are no wetlands located within the proposed project area. However, the Burris Lateral is located just east of the Orchard Avenue and Riverside Road intersection underneath a bridge that will need replacement. A 404 permit, as well as a BOR permit and agreement would be required for work on the bridge over the Burris Lateral.</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>Cultural Resources - Are there historical structures (such as buildings, bridges, canals, etc) over 45 years old within or adjacent to (in some cases within view) of the proposed project site?</p> <p>Explain: There are no listed NRHP sites within the project area; however, there are three properties with structures that are potentially historic (50 years or older) within the vicinity of the project area (listed west to east):</p> <ul style="list-style-type: none"> • North side of Orchard Avenue, east of Riverside Road | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- Two properties along the south side of Orchard Avenue, between Riverside Road and 10th Avenue

Section 4f - Is the project site located next to or a part of a special designated land use (i.e., designated park, wildlife refuge, historic district, etc)? Check with local land use map for information.

There are five potential 4(f) properties within the vicinity of the project area (listed west to east):

- Deer Flat National Wildlife Refuge, south side of Orchard Avenue
- Mallard Park, northeast corner of Orchard Avenue and 10th Avenue
- Three properties with structures that are potentially historic (50 years or older) as listed above

Explain:

A qualified Biologist will need to assess the Migratory Bird Act and Eagle Nesting Act to provide guidance, if necessary, for minimizing impacts to any known migratory birds within the project area.

Hazardous Waste - Is there any indication of waste spill or stain on the project site? Are there any gas stations, dry cleaner, or other industrial facilities adjacent to the project?

Explain: The DEQ Facilities Mapper displays that there is one Leaking Underground Storage Tank (LUST) site within ½ mile of the proposed project area.

Public Involvement – Based on your public involvement, has any public controversy or issue been identified? Do you anticipate any temporary or permanent disruption to a commercial property or residential neighborhood (access changes or detours, construction noise etc?)

Explain:

Irrigation - Does the project require irrigation? Describe whether the project will require watering and what source will be used for watering.

Explain:


Right of Way Encroachment - Are there any signs, trees or other features you plan to locate within ITD right of way?

Explain: All signs and features will be placed within the jurisdiction Canyon Highway District No.4.

Offsite Work - Will the project require off-site grading, excavation or trenching for utilities, lighting, drainage or other work?

Explain:

Describe any other known or suspected environmental issue that has not been covered

| | | |
|---|--------------------------------------|---|
| Preparer's Printed Name Addison Coffelt | Title Environmental Planner, AICP | Agency or Firm J-U-B Engineers, Inc. |
| Signature  | | Date 6/14/18 |

– ITD Use Only –

Recommendation

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

Comment

| | | |
|--------------|--|------|
| | | |
| Printed Name | Title District Environmental Planner | |
| Signature | | Date |



January 16, 2018

Wetlands

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

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



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Idaho Fish And Wildlife Office
1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657
Phone: (208) 378-5243 Fax: (208) 378-5262

In Reply Refer To:

January 09, 2018

Consultation Code: 01EIFW00-2018-SLI-0339

Event Code: 01EIFW00-2018-E-00682

Project Name: Orchard Avenue and Indiana Avenue Shared Roadway

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

Please note: The IPaC module for producing a list of proposed and designated critical habitat is currently incomplete. At this time, we ask that you use the information given below to determine whether your action area falls within a county containing proposed/designated critical habitat for a specific species. If you find that your action falls within a listed county, use the associated links for that species to determine if your action area actually overlaps with the proposed or designated critical habitat.

Canada Lynx (*Lynx canadensis*) - Designated February 24, 2009.

Counties: Boundary County.

Federal Register Notice: <http://www.gpo.gov/fdsys/pkg/FR-2009-02-25/pdf/E9-3512.pdf#page=1>

Printable Maps:

http://www.fws.gov/mountain-prairie/species/mammals/lynx/criticalhabitat_files/

[20081222_fedreg_unit3_draft.jpg](#)

GIS Data: http://criticalhabitat.fws.gov/docs/crithab/zip/lunx_ch.zip

KML for Google Earth: (None Currently Available)

Selkirk Mountains Woodland Caribou (*Rangifer tarandus Caribou*) - Proposed November 30, 2011.

Counties: Bonner and Boundary Counties.

Federal Register Notice: <http://www.fws.gov/idaho/home/2011-30451FINALR.pdf>

Printable Maps: http://www.fws.gov/idaho/home/Map1_sub1_150.pdf

GIS Data: (None Currently Available)

KML for Google Earth: (None Currently Available)

Bull Trout (*Salvelinus confluentus*) - Designated September 30, 2010.

Counties: Adams, Benewah, Blaine, Boise, Bonner, Boundary, Butte, Camas, Clearwater, Custer, Elmore, Gem, Idaho, Kootenai, Lemhi, Lewis, Nez Perce, Owyhee, Shoshone, Valley, and Washington Counties.

Federal Register Notice: <http://www.gpo.gov/fdsys/pkg/FR-2010-10-18/pdf/2010-25028.pdf#page=2>

Printable Maps: http://www.fws.gov/pacific/bulltrout/CH2010_Maps.cfm#CHMaps

GIS Data: <http://criticalhabitat.fws.gov/docs/crithab/zip/bulltrout.zip>

KML for Google Earth: http://www.fws.gov/pacific/bulltrout/finalcrithab/BT_FCH_2010_KML.zip

Kootenai River White Sturgeon (*Acipenser transmontanus*) - Designated July 9, 2008.

Counties: Boundary County.

Federal Register Notice: <http://www.gpo.gov/fdsys/pkg/FR-2008-07-09/pdf/E8-15134.pdf#page=1>

Printable Maps: (None Currently Available)

GIS Data: http://criticalhabitat.fws.gov/docs/crithab/zip/fch_73fr39506_acit_2009.zip

KML for Google Earth: (None Currently Available)

Slickspot Peppergrass (*Lepidium papilliferum*) - Proposed May 10, 2011. Counties: Ada, Canyon, Elmore, Gem, Owyhee, and Payette Counties.

Federal Register Notice: <http://www.gpo.gov/fdsys/pkg/FR-2011-10-26/pdf/2011-27727.pdf>

Printable Maps: <http://www.fws.gov/idaho/Lepidium.html>

GIS Data: (None Currently Available)

KML for Google Earth: (None Currently Available)

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in

the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Idaho Fish And Wildlife Office
1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657
(208) 378-5243

Project Summary

Consultation Code: 01EIFW00-2018-SLI-0339

Event Code: 01EIFW00-2018-E-00682

Project Name: Orchard Avenue and Indiana Avenue Shared Roadway

Project Type: TRANSPORTATION

Project Description: Develop a shared roadway on Indiana Avenue from Roosevelt Avenue, at the Deer Flat National Wildlife Refuge Visitors Access, to Orchard Avenue and along Orchard Avenue from Indiana Avenue to Riverside Road. The intent of the project is to address vehicle, bicycle, and pedestrian safety issues.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/43.582215571214256N116.67293431086459W>



Counties: Canyon, ID

Endangered Species Act Species

There is a total of 0 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

PUBLIC INVOLVEMENT PLAN

**INDIANA AVENUE AND ORCHARD AVENUE
SHARED ROADWAY**

INTRODUCTION

The public information and education process is characterized by communication with stakeholders that is early, continuous, meaningful, and inclusive throughout the life of the project. The Public Involvement Plan (PIP) is a “living document” that will be used for quality assurance by the project team.

The Community Planning Association of Southwest Idaho (COMPASS) retained J-U-B Engineers to assist with the “project development” phase of a project that would include developing a shared roadway to improve safety and mobility for bicyclists and pedestrians. This PIP is meant to provide guidance for the Canyon Highway District No. 4 on engaging with stakeholders throughout various phases of the project.

PUBLIC INFORMATION GOALS

Public involvement activities are designed to inform, educate and solicit input from project area stakeholders regarding the Orchard Avenue and Indiana Avenue Shared Roadway project. In addition to public education efforts, proper support for stakeholder communications to ensure questions and concerns are addressed in a timely manner will be vital to the success of the project.

POTENTIAL STAKEHOLDERS

The following list is not final, and will likely change and grow throughout the process.

- Adjacent Property Owners
 - Snake River Canyon Scenic Byway Committee
 - City of Caldwell - Caldwell Bike/Ped Committee
 - City of Nampa - Nampa Bicycle and Pedestrian Advisory Group
 - U.S. Army Corps of Engineers
 - Vallivue School District #139
 - Vallivue Elementary School
 - Vallivue Middle School
 - Lakevue Elementary School
 - Vallivue High School
 - Nampa School District #131
 - Lone Star Middle School
 - FD Roosevelt Elementary School
 - Owyhee Elementary School
 - Nampa High School
 - United States Postal Service (USPS)
 - Caldwell Rural Fire District
 - Nampa Fire District
 - Canyon County Ambulance District
 - College of Western Idaho
 - Bike Walk Nampa
 - COMPASS
 - Foundation for Ada Canyon Trail Systems (FACTS)
 - Idaho Transportation Department
 - Idaho Fish and Game
 - Bureau of Reclamation
 - Canyon County
 - Wilder Irrigation District (1941)
 - Boise Project Board of Control
 - Deer Flat National Wildlife Refuge
 - Lake Lowell Area Bicycle and Pedestrian Access Plan Core Team
 - Local Highway Technical Assistance Council (LHTAC)
-

KEY STAKEHOLDER INTERVIEWS

Conducting stakeholder interviews early in the process will help the Canyon Highway District No. 4 gain a better understanding of concerns, issues, needs and perceptions as it relates to the proposed shared roadway. Early contact with stakeholders will also help educate the community on the project's purpose and schedule.

Upon completion of key stakeholder contacts, critical information shared should be documented to inform decision makers of the public's interests, as well as guide future public involvement efforts.

NEWS RELEASES

News releases providing information on the project, including purpose, funding and schedule, should be drafted and provided to local media outlets at milestone points throughout the project, such as at the beginning of the development phase and when the project nears completion. It will be important to designate a point person for all media inquiries to ensure that messaging around the project is accurate and consistent.

STAKEHOLDER COORDINATION

The project team will support communication with stakeholders to provide consistency of communication flow by responding to stakeholder inquiries and maintaining communication through personal visits, phone and/or email. In addition, the project team will maintain a database of stakeholders and communicate updates to contacts and project participants to track concerns, issues and interactions.

PUBLIC OFFICIAL COORDINATION

The project team will provide regular updates and check-ins with elected and appointed public officials (Canyon Highway District No. 4 Commissioners) to coordinate funding efforts, share public input and obtain input as the project progresses.

PUBLIC INVOLVEMENT TIMING

The **Project Schedule** of the Project Development Report (pg. 19) shows approximate times for public involvement activities during design and construction.