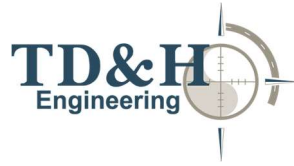


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**PREPARED FOR:
CITY OF BOISE AND
COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO**



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

JOB NO. M19-007 **JANUARY 2021**

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B.	CONSTRAINT PHOTOS
C.	PRELIMINARY DRAFT PLANS
D.	ENVIRONMENTAL SCAN
E.	COST ESTIMATE

1. PROJECT SUMMARY

1.1 Project Description

This project includes concept development for future bike and pedestrian infrastructure (i.e. a multi-use pathway) connecting Broadway Ave to Federal Way in southeast Boise. There is currently no dedicated bike or pedestrian infrastructure present at the Broadway/Federal Way interchange, creating a situation that is both uncomfortable, non-ADA-compliant and unsafe for those travelling by non-motorized modes.

The purpose of this project is to construct dedicated bike and pedestrian facilities at the existing grade-separated interchange of Broadway Ave (US 20/26) with Federal Way, providing connectivity between these two corridors.

The goal of this project is to improve the quality of life for residents of southeast Boise by providing safe and convenient mobility options to employment, shopping, and other services.

The anticipated costs for this project are as follows:

Final Design (Engineering) = \$118,000
Construction = \$966,000
R/W = \$100,000
Total Project = \$1,184,000

This project will require at least 3 years to fund, design and construct, with each of these three separate phases requiring approximately 1 year to complete.

1.2 TIP Project Summary

As identified in the Boise Transportation Action Plan, the City desires to provide all people with real transportation choices that offer safety, optimize infrastructure, and support vibrant neighborhoods. Currently there are no dedicated pedestrian facilities connecting residential areas on Broadway Ave with commercial areas on Federal Way, thus there are no safe alternatives to driving or taking transit between these two areas. This project intends to construct dedicated bike and pedestrian facilities between Broadway and Federal Way. The proposed facilities will increase multi-modal options for residents of SE Boise, optimize existing infrastructure and provide better connectivity, thus enhancing the vibrancy of this neighborhood.

2. PROJECT DESCRIPTION

2.1 Project Development Program

This project utilized the COMPASS Project Development Program (PDP) to prepare concept-level design and cost estimates for final design and construction. The information developed through the PDP can then be used to coordinate with local transportation jurisdictions (ITD and ACHD), identify likely funding requirements and determine overall project feasibility. Without the PDP, this critical information would not be possible, coordination between the City, ITD and ACHD would be difficult and the overall success of the project would be a significant challenge.

2.2 Consultant Scope

TD&H was hired to provide a pre-concept report identifying a preliminary design with estimated construction costs to be used for future funding applications.

2.3 Safety / Crash History

According to data obtained from ITD's Safety Dashboard, between the period of 1/1/15 and 12/31/19, there have been two accidents involving a pedal cycle. Both crashes were classified as possible injury/complaint. Over that same period it identifies three accidents involving pedestrians. These accidents were classified as possible injury/complaint, fatal injury and suspected minor/visibly injury. The fatal injury occurred at the corner of Richmond and Broadway at approximately 3:40 AM.

Bike / Pedestrian

The nearest bike / pedestrian facilities are located along the north side of S. Federal Way and a bike path along W. Linden St. This project will look to tie the two systems together by extending it down Broadway.

2.4 Regional Connections

The proposed improvements at Broadway/Federal Way will enhance connectivity to the local bike/ped network, such as the Leadville Bikeway, as well as regional connectivity by improving access to facilities like the Federal Way multi-use pathway and the Boise River Greenbelt. A map illustrating these and other existing bike and pedestrian routes is included in Appendix A.

2.5 Comprehensive Purpose and Need

The development of a multi-use pathway connection between Broadway Avenue and Federal Way is a critical connection that is consistent with many existing plans and documents of the City of Boise and its partner agencies. It is supported by *Blueprint*

Boise, the *Boise Transportation Action Plan*, the *2018 ACHD Roadways to Bikeways Plan Update*, and COMPASS' *Communities in Motion* and Complete Streets Policy as well as the public outreach efforts of the Energize Our Neighborhoods Program.

Boise's Comprehensive Plan, *Blueprint Boise*, was adopted in 2011 and remains one of the City's primary planning documents. Among other goals and policies, *Blueprint Boise* seeks compact, balanced land use that utilizes existing infrastructure to accommodate future growth while supporting multi-modal transportation and vibrant activity centers. Within the Southeast Planning Area Chapter of *Blueprint Boise*, Goal SE-C1 specifically identifies the need for improved multi-modal access to and within the Southeast Planning Area. By providing dedicated bike and pedestrian facilities, the City will not only increase the public's choice of mode, it will provide connectivity and optimize existing infrastructure, thus enhancing the vibrancy of this neighborhood.

As stated in the *Boise Transportation Action Plan*, the City desires to provide all people with real transportation choices that offer safety, optimize infrastructure, and support vibrant neighborhoods. Without dedicated bike and pedestrian facilities connecting the residential areas on the south end of Broadway Avenue with commercial areas on Federal Way, there is no safe alternative to driving or taking transit between these two areas, resulting in residents from these neighborhoods not having realistic transportation options available to them.

The *2018 ACHD Roadways to Bikeways Plan Update* identifies a regional low-stress bikeway network that connects local neighborhoods, schools, public facilities, business districts and environmental features. A bike/pedestrian connection in this location will serve as a regionally significant connection, linking the Federal Way multi-use pathway with other low-stress facilities to the north such as the Leadville Bikeway. It will eliminate the existing barrier and will bridge the existing gap between the Leadville Bikeway, the Federal Way multi-use pathway and Broadway Avenue.

This connection is also important for contributing to the achievement of regional goals as stated in regional transportation plans and policies such as COMPASS' *Communities in Motion* and COMPASS' Complete Streets Policy. Appropriate bicycle and pedestrian infrastructure are an integral part of COMPASS's plan for a comprehensive transportation system and achieving its performance-based planning goals centered on transportation, housing, economic development, and safety will help. The ability for all residents on the south end of Broadway Avenue to walk or bike to commercial areas on Federal Way would contribute to several regional goals to enhance neighborhoods including: improving the health of the Valley's residents as well as reducing air pollution, congestion, and roadway maintenance costs through reduction of the number of vehicles on the road.

Currently the interchange from Broadway Avenue to Federal Way does not support COMPASS' Complete Streets Policy. That connection was engineered and constructed to exclusively service motor vehicles. The addition of a bike/pedestrian connection would create an appropriate balance for all users and support Objective 5 of the

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BROADWAY / FEDERAL WAY PEDESTRIAN IMPROVEMENTS

Complete Streets Policy to optimally connect homes, jobs, schools, shops, families, and friends through a network of various transportation modes.

3. PROJECT CONSTRAINTS

3.1 Site Visit

A site visit walkthrough was performed on April 10, 2020 to identify any potential obstructions or constraints that would affect any of the proposed alternatives. The walkthrough began at the Federal Way / Broadway Avenue Northbound On Ramp intersection and continued north along Broadway Avenue to the West Linden Street intersection. It returned south along Broadway and took the Federal Way Off Ramp.

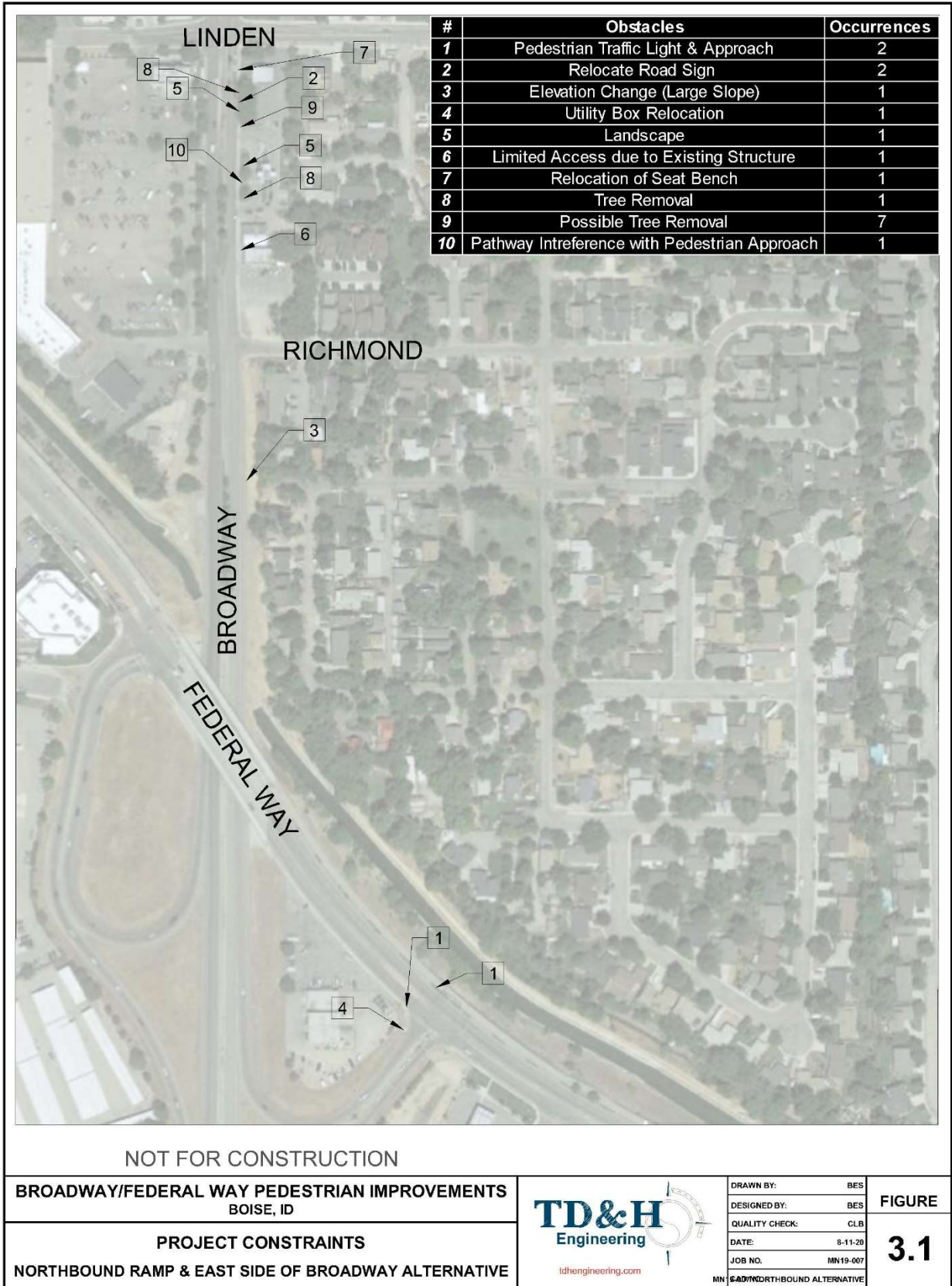
3.2 Existing Conditions & Project Constraints

Both alternatives will tie into the existing Pedestrian Path which runs parallel to Federal Way on the north side. The Northbound Ramp & East Side of Broadway Alternative will begin at the intersection of Federal Way and Broadway Avenue North. Federal Way has two lanes of traffic in both directions which will need to be crossed. An existing traffic light at this intersection will help with this crossing. The Broadway Avenue North on ramp is a one lane acceleration lane that merges with Broadway Avenue prior to the Federal Way Overpass and is completely merged by the time Broadway Avenue crosses the Ridenbaugh Canal. Broadway Avenue between the Ridenbaugh Canal and W Richmond St has a section which includes a large embankment. Broadway Avenue between the start and W Richmond St has two lanes of traffic with a paved shoulder. North of W Richmond St to W Linden St, Broadway has standard curb and gutter with sidewalk. Existing pedestrian approaches along this route are located at the intersections of Broadway and Linden, Broadway and Richmond and the on-ramp and Federal Way. There are four business approaches with recessed sidewalks between Richmond and Linden.

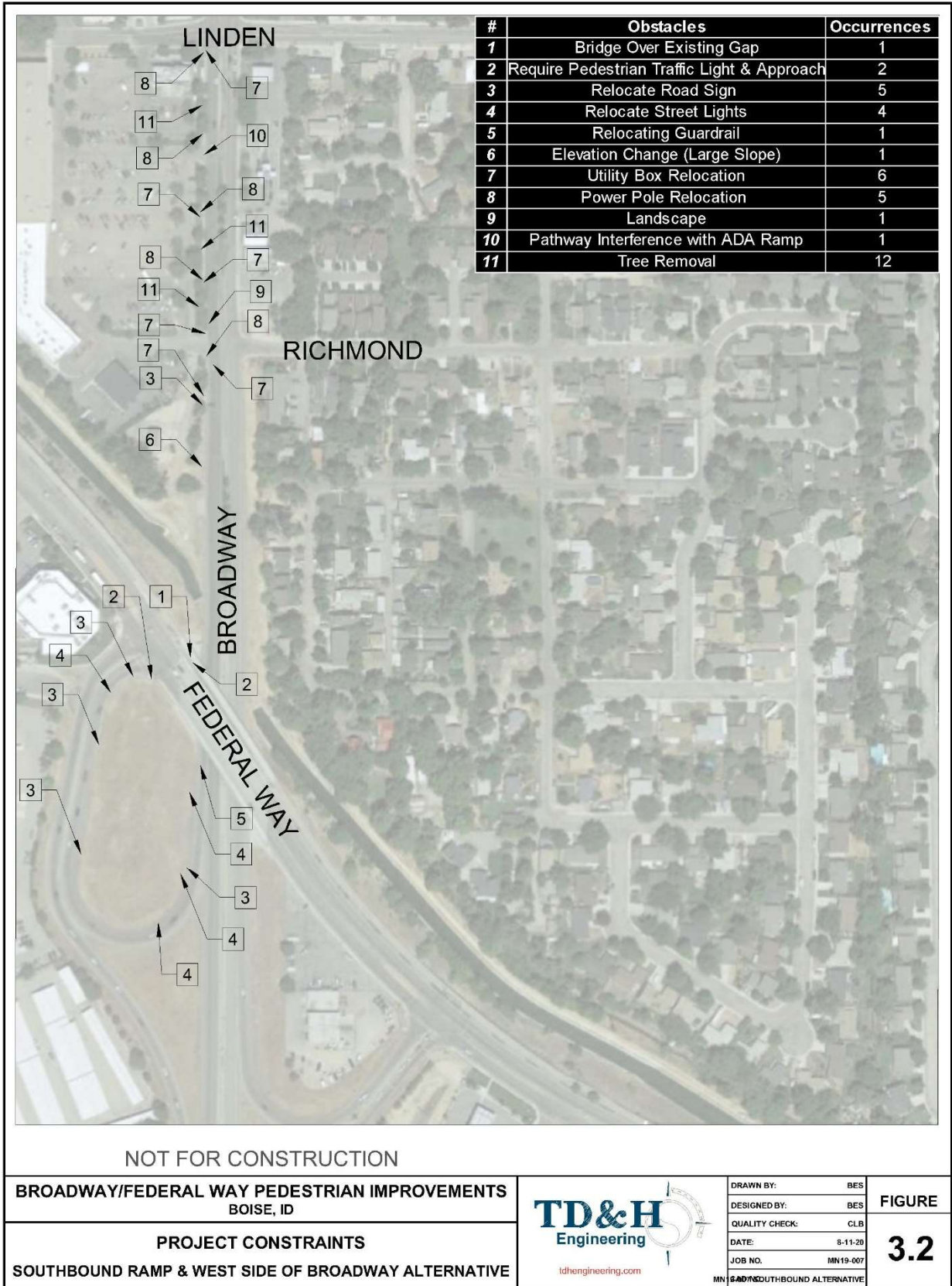
The Southbound Ramp & West Side of Broadway Alternative will begin at the intersection of Federal Way and Broadway Avenue South. Federal Way has two lanes of traffic in both directions which will need to be crossed. An existing traffic light at this intersection will help with this crossing. The Broadway Avenue South off ramp is a one lane deceleration lane that exits from Broadway Avenue prior to the Federal Way Overpass and becomes a right turn left turn intersection at Federal Way. Broadway Avenue between the Ridenbaugh Canal and the strip mall approach directly across from W Richmond St has a gated approach for utility access. Broadway Avenue between the start and W Richmond St has two lanes of traffic with a paved shoulder. North of W Richmond St to W Linden St, Broadway has standard curb and gutter with sidewalk. Existing pedestrian approaches along this route are located at the intersections of Broadway and Linden, two strip mall business approaches between Richmond and Linden, the Broadway/Richmond intersection and the off-ramp at Federal Way

Layouts identifying constraint locations for the Northbound and Southbound Alternatives can be found in Figures 3.1 and 3.2. The potential constraint photos at these locations can be seen in Appendix B.

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4. ALTERNATIVES

4.1 Southbound Ramp & West Side of Broadway Alternative

The intent of the Southbound Ramp & West Side of Broadway Alternative is to create a multi-use pathway starting at the Federal Way / Broadway Avenue South Offramp intersection and ending at the West Linden Street / Broadway Avenue South intersection. This path will connect to the existing pathway located on the north side of Federal Way. Figure 4.1 identifies two possible starting paths for this alternative, Path A or Path B. Path A requires crossing an additional road which potentially could lead to safety issues and extended wait time due to the traffic light. In comparison, Path B will require a pedestrian bridge to connect the span between Federal Way and the existing pathway, a pedestrian traffic light and pedestrian approach. The path will then continue along the shoulder portion of the offramp and run along the west side of Broadway Avenue. All the advantages and disadvantages are listed in below and on Figure 4.1. Preliminary draft plans for both alternatives can be found in Appendix C.

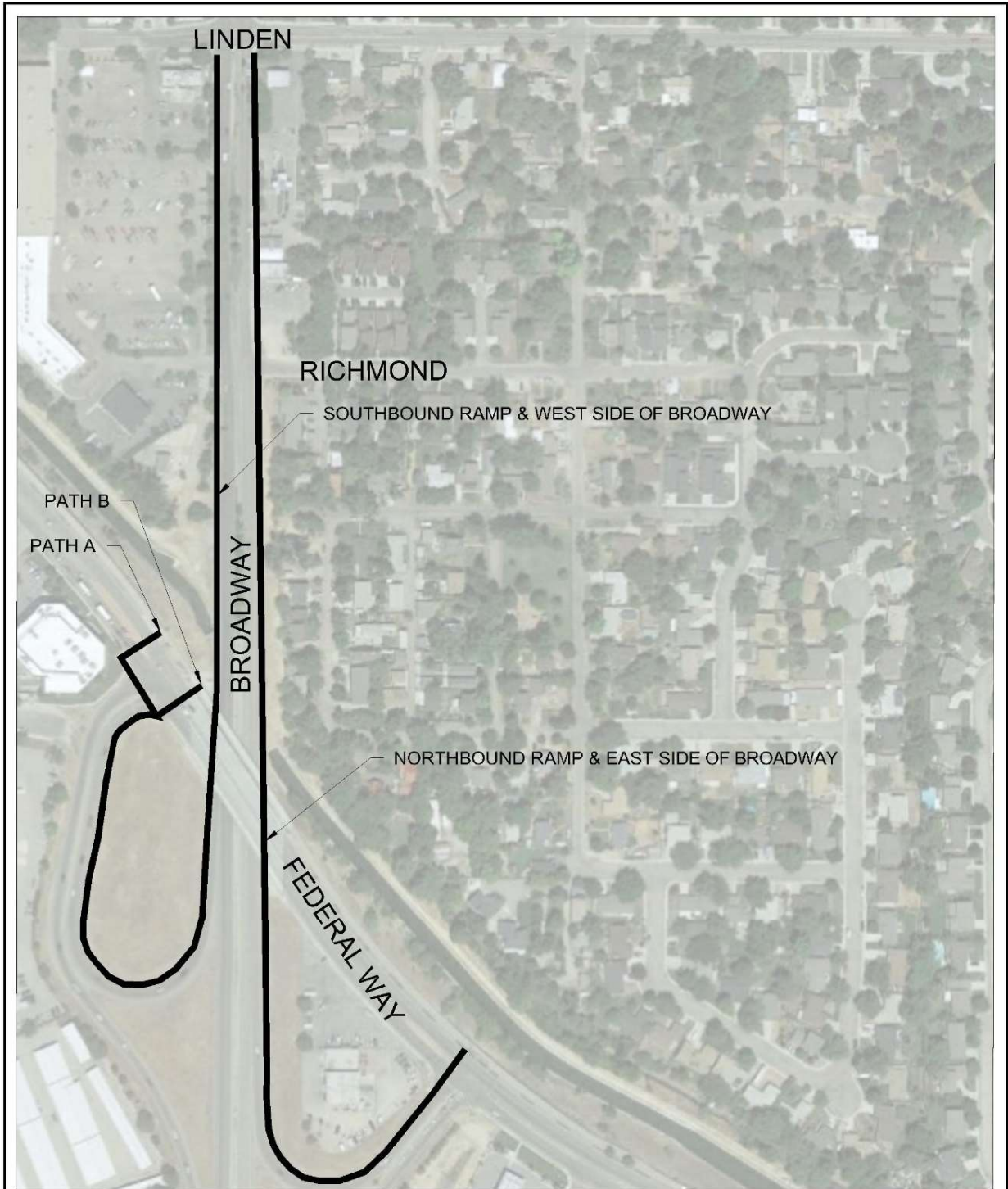
Advantages:

- Path A has existing pedestrian cross walk improvements
- Fewer business approach intersections

Disadvantages:

- Proximity of Ridenbaugh canal box culvert limits width and embankment options to retaining wall
- ADA ramp that will need to be revised at Jack in the Box
- Path B will require a bridge between gap of existing roadway and path
- Path A requires waiting through two light cycles to access existing path
- Utility (overhead power and telephone) relocation
- Proximity of electronic sign
- More landscaping removal
- Steeper slope (maximum slopes reaching approximately 7%)

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 BROADWAY / FEDERAL WAY PEDESTRIAN IMPROVEMENTS



NOT FOR CONSTRUCTION

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 BOISE, ID

PEDESTRIAN PATH LAYOUT
ALTERNATIVES



DRAWN BY:	BES
DESIGNED BY:	BES
QUALITY CHECK:	CLB
DATE:	8-11-20
JOB NO.	MN19-007
CAD NO.	MN19-007 ALTERNATIVES

FIGURE

4.1

4.2 Northbound Ramp & East Side of Broadway Alternative (Preferred)

The intent of the Northbound Ramp & East Side of Broadway Alternative is to create a multi-use pathway starting at the Federal Way / Broadway Avenue North Onramp intersection and ending at the West Linden Street / Broadway Avenue South intersection. This alternative will also connect to the existing pathway located on the north side of Federal Way. This alternative proposes to use the existing hard shoulder which would minimize the removal of guardrails.

Advantages:

- Proximity of Ridenbaugh canal box culvert allows for options on width and embankment type
- Less landscaping removal
- Minor utility relocation (fire hydrant at Linden intersection)
- Consistent 3% slope

Disadvantages:

- More business approach intersections and Richmond Street intersection
- Steep side slope between Ridenbaugh Canal and Richmond Street for embankment
- The proximity of Jim's Alibi could place the back of path at or near the foundation of the building

4.3 Alternative Analysis

The preferred alternative among the proposed alternatives was selected based on three factors:

- **Constructability:** The length and widths of the paths will be very similar, however the constructability of the Southbound Ramp & West Side of Broadway Alternative will require more effort due to the modification or relocation of Utilities, Electronic Sign, Ridenbaugh Canal and the potential foot bridge at the Federal Way Overpass.
- **User Experience:** The Southbound Alternative has less chances of encountering vehicle traffic with fewer approach intersections. The Northbound Ramp & East Side of Broadway Alternative has a more comfortable ride having a maximum slope around 3% where the Southbound Alternative has a 300 foot section around 7%.
- **Cost Estimate:** Going forward the annual maintenance for each will be similar; however, the initial construction cost will be significantly more for the Southbound Alternative due to the constructability issues mentioned prior.

A breakdown of these comparisons can be found in Figure 4.2 Alternative Comparisons. Based on these factors it was decided the Northbound Alternative will best serve the interest of the public.

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Figure 4.2 Alternative Comparisons

	ALTERNATIVE	
	Southbound	Northbound
Users		
Length of Path	✓	
Slope of Path	✗	✓
Approach Intersections	✓	✗
Required artificial lighting	✓	
Pedestrian traffic light	✓	
Pedestrian approach & Crosswalk	✓	
Obstacles		
Landscape removal	✗	✓
Tree removal	✗	✓
Power pole relocation	✗	✓
Utility box relocation	✗	✓
Electric sign relocation	✗	✓
Road sign relocation	✓	
ADA Ramp Revision	✗	✓
Canal Box Culvert	✗	✓
Existing Embankment Slope	✓	✗
Building Proximity	✓	✗
Overall		
Constructability	✗	✓
User Experience	✓	
Cost	✗	✓

✓ Positive
✗ Negative

4.4 Analysis at Final Design

The following items came up during conceptual design and during review meetings. These items will need to be looked into further during preliminary and final design.

Stormwater:

Concrete barriers were proposed as separating pedestrian and vehicle traffic. For stormwater purposes these can potentially create a damming effect at the edge of the pavement. During our research we found barriers that had stormwater scuppers built into the barrier on the base portion. Full stormwater analysis including spread calculations will be needed to ensure the sheet flow doesn't create a traffic safety issue. This analysis will also include reviewing the increasing impervious area and its effects on the capacity of the existing storm swales that run along the ramps off the shoulder areas. North of the underpass, existing curb routes stormwater to an existing catch basin at the intersection of Broadway and Richmond. Our plan was to utilize this existing system and check the proposed designs effect on the capacity.

Maintenance:

It was discussed that a maintenance agreement by one of the governing agencies will need to be created to ensure the improvements are not left to deteriorate and/or become pedestrian hazards.

Stopping Sight Distance:

Again, concrete barriers were proposed as separating pedestrian and vehicle traffic. One potential issue that came up is the stopping sight distance around the ramp curves. Due to the existing limited radius, adding the sight blocking barrier to the side of the road can cause limited sight issues. An evaluation during preliminary design will need to be performed to ensure sight distances are maintained and if not the path will need to be shifted laterally away from the existing ramps. Minimum ITD shoulder widths will also need to be maintained during this process.

5. RIGHT OF WAY / EASEMENTS

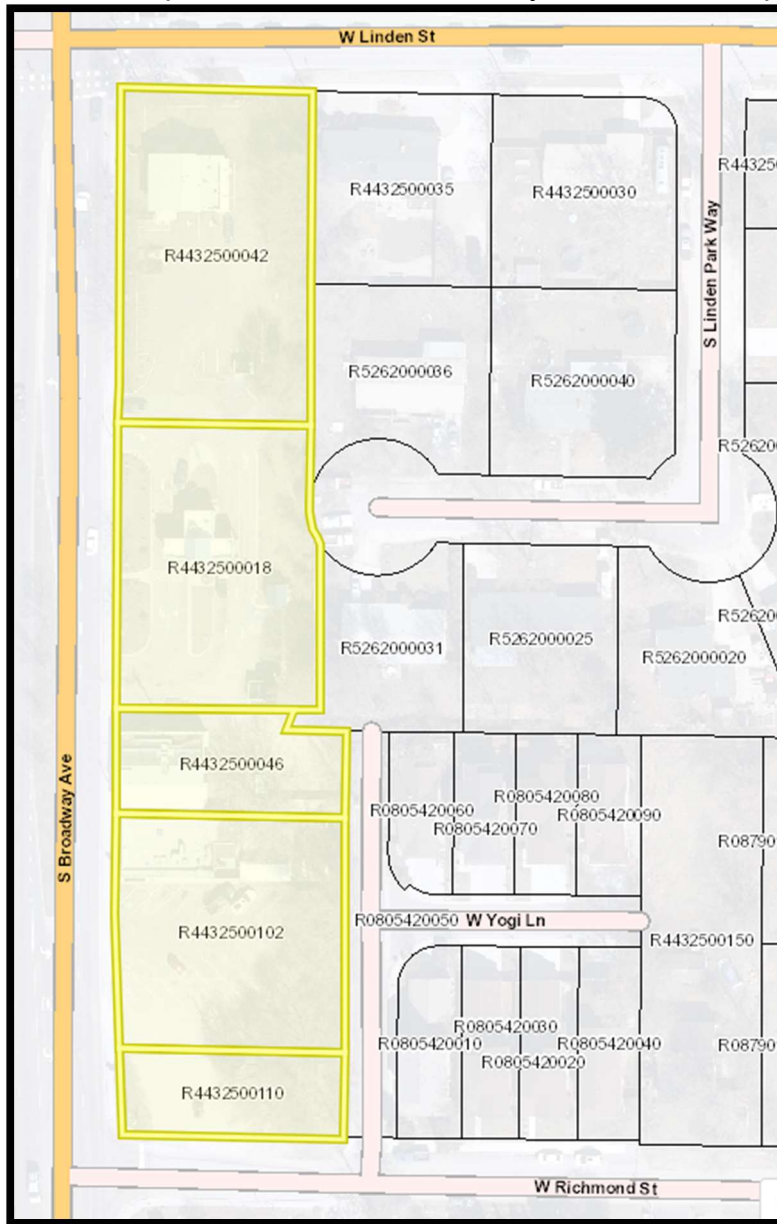
In reviewing the ADA County Assessor parcel maps to obtain a general idea of the layout, most of the southern portion of both alternatives occur in areas where existing right of way is controlled. However, both alternatives north of W Richmond St require right of way in order to replace the existing sidewalk with the proposed path, an additional right of way or easement of 5 feet will be required. According to the Assessor maps, it appears the right of way on both sides of Broadway north of Richmond are very near the existing back of sidewalk. The proposed project will extend the existing sidewalk a minimum of 5 feet beyond the back of existing sidewalk. The list of owners are located in Figure 5.2, the total frontage is approximately 611 feet. Purchasing 5 feet will require 3,055 square feet of property to purchase.

Figure 5.1 Ada County Assessor Parcel Map



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Figure 5.2 Northbound Ramp & East Side of Broadway Alternative Property Owners



Ada County Parcel Information			
Parcel No.	Owner	Length (FT)	Area (SF)
R4432500110	ALLEN LARRY D	50	250
R4432500102	MONTGOMERY MANS	137	685
R4432500046	MONTGOMERY MANS	62	310
R4432500018	WARD RON G REVOABLE TRUST	167	835
R4432500042	HORTON DALE J	195	975

6. ENVIRONMENTAL SCAN SUMMARY

The following is a summary of the environmental scan performed for the concept/preliminary design of the proposed pathway project. The Environmental Scan Report can be found in Appendix D.

Impacts/Mitigation:

- Impact to threatened and endangered species should be minimal as impact area is outside critical habitat for identified species. Migratory birds in the project site are minimal.
- No wetlands will be impacted by the proposed pathway improvements.
- The proposed project will disturb approximately 1 acre of land and therefore a Storm Water Pollution Prevention Plan and Construction General Permit will be required.
- Two leaking underground tanks were identified to be within 900 feet of the project site. The status of leaking underground storage tanks are closed for one facility; clean-up has been forced on the remaining leaking facility. The locations of the leaking underground storage tanks are outside of the project impact area and there should be no threat to the proposed project.
- Impacts to cultural resources are not expected due to project occurring on land that has been previously disturbed either for road development or land development (residential/commercial). However, if the proposed construction limits are revised that may create an impact, a qualified archaeologist will be required to research any potential impacts.

7. PUBLIC INVOLEMENT PLAN

7.1 Public Involvement

The City's Energize Our Neighborhoods program engaged residents and stakeholders of the South Boise Village Neighborhood Association during an extensive year-long visioning process throughout 2018, conducting nine (9) in-person events to gather feedback, concerns, priorities, and project ideas to enhance and strengthen the neighborhood. People who lived, worked/owned a business, or had children who attended school in the neighborhood were invited to participate, and those who could not attend an in-person event were able to provide feedback via an online survey of identical visioning questions translated into 5 additional languages (Spanish, Arabic, Farsi, Somali, and Swahili). 160 residents and stakeholders participated in the Visioning process. Transportation, connectivity, and access to amenities were identified as highest priority.

The proposed bicycle and pedestrian connection between Broadway and Federal Way was identified as the highest priority by residents and stakeholders. Specifically, the need for a protected bicycle/pedestrian connection between Broadway Avenue and Federal Way was identified by residents as an important connection to/from essential services and recreation, including the existing multi-use pathway along Federal Way.

7.2 Project Stakeholders

Key stakeholders for this project include the local neighborhoods and businesses, ACHD, ITD and NMID. ACHD is the local transportation agency with jurisdiction over Federal Way, ITD is the statewide agency with jurisdiction over Broadway and NMID has jurisdiction over the Ridenbaugh Canal, which is located within the project limits.

8. PROJECT SCHEDULE AND MILESTONES

The following schedule identifies major project phases and represents the soonest the project could be completed. Funding availability will be the primary factor in programming design and construction years.

Figure 8.1 Project Schedule

Task	FY20 - Concept				FY21 - Funding				FY22 - Design				FY23 - ROW				FY24-Construction			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Project Concept (COMPASS PDP)		■	■	■																
Phase 1 Funding Application (COMPASS)				■	■															
Phase 2 Funding Application (COMPASS)						■	■	■												
Preliminary Design									■											
Final Design										■	■	■								
Develop Agreements (ITD, ACHD, NMID)											■	■	■							
Right of Way Acquisition													■	■	■	■				
100% Plans/Agency Approvals																	■			
Bidding/Contracts																		■		
Construction																			■	■

9. COST ESTIMATE

A cost estimate based on preliminary design was developed for both alternatives. A breakdown of this estimate can be found in Appendix E. The total cost estimates for each alternative are as follows:

Figure 9.1 Cost Estimate Alternative Comparison

Alternative	Northbound	Southbound
Construction	\$689,000	\$809,000
Contingency (20%)	\$138,000	\$162,000
Construction Engineering Consultant (15%)	\$104,000	\$122,000
Construction Engineering (5%)	\$35,000	\$41,000
Design Engineering (17%)	\$118,000	\$138,000
Right of Way	\$100,000	\$100,000
Total	\$1,184,000	\$1,372,000

10. POTENTIAL FUNDING SOURCES

Federal Funding

- Surface Transportation Program
- Highway Safety Improvement Program
- Recreation Trails Program
- Community Development Block Grants

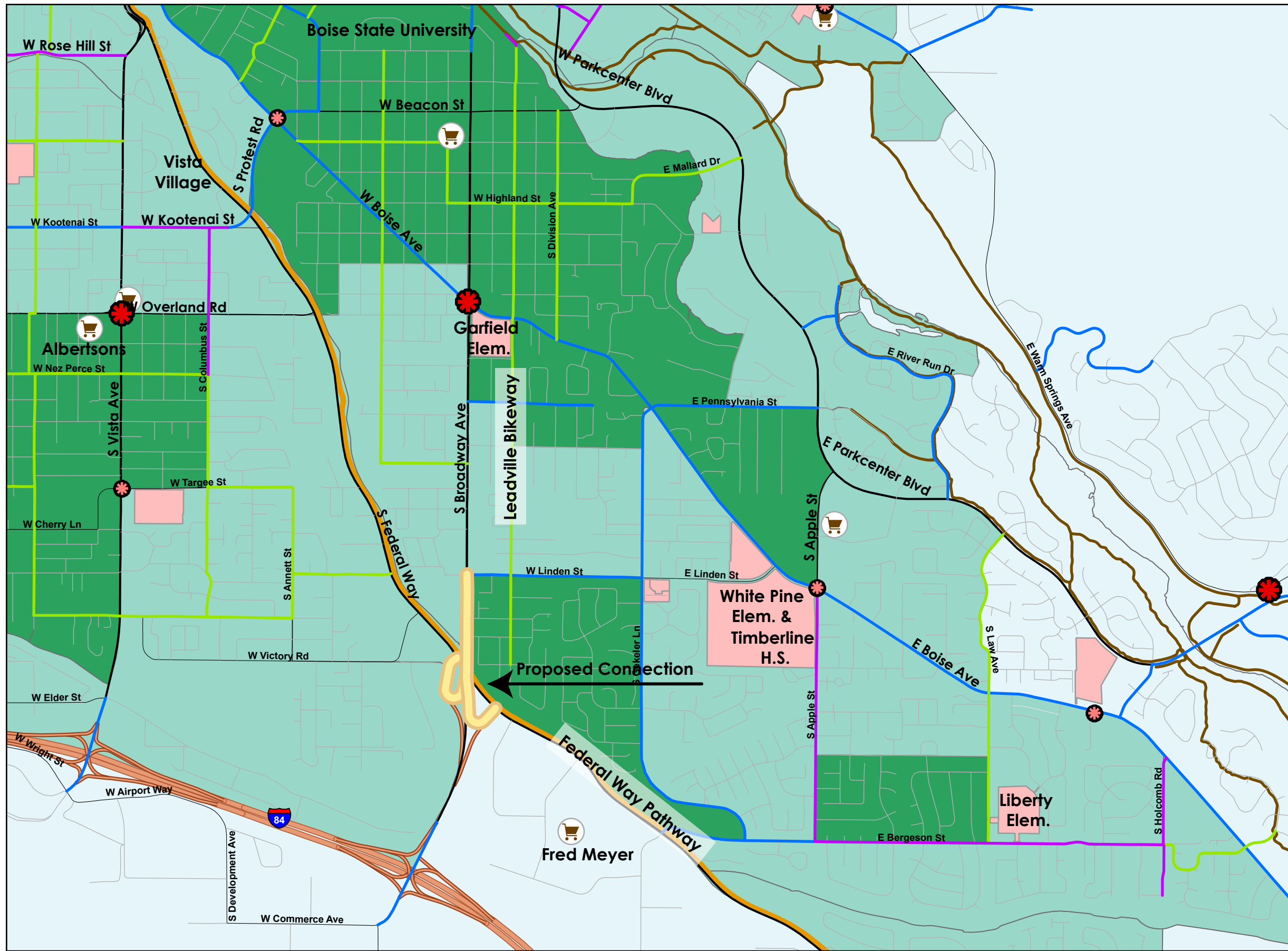
State Funding

- Local Highway Safety Improvement Program
- Transportation Alternatives Program
- Surface Transportation Program















Local/Other Funding

- City of Boise
- Ada County Highway District

APPENDIX A – REGIONAL CONNECTIONS



Legend

-  Proposed Federal Way Broadway Connection
-  Schools
-  Grocery Stores
- Boise Comprehensive Plan Activity Centers
 -  Neighborhood Activity Center
 -  Community Activity Center
 -  Regional Activity Center
- Existing Bike Routes
 -  Bike Lane; Buffered Bike Lane
 -  Neighborhood Bike Route
 -  Shared Bike Route
-  Federal Way Pathway
-  Greenbelt/Public Multi Use Pathway
- Population Density
 -  Less than 3,000 people/sq mi
 -  3,000-6,000 people/sq mi
 -  Greater than 6,000 people/sq mi



Broadway/Federal Way Bike & Pedestrian Connection

PDS - Comprehensive Planning Division

Data Source: 2019 Esri Population Estimates, 2018 ACHD Roadways to Bikeways

6/8/2020

APPENDIX B – CONSTRAINT PHOTOS



Alternative Route: Northbound Ramp & East Side of Broadway
Constraint: Pedestrian Cross Walk with Light and Utility Box Relocation



Alternative Route: Northbound Ramp & East Side of Broadway
Constraint: Steep Embankment for Daylight Slopes

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Alternative Route: Northbound Ramp & East Side of Broadway
Constraint: Limited Access Due To Existing Structure



Alternative Route: Northbound Ramp & East Side of Broadway
Constraint: Tree and Landscaping Removal, Business Approach Intersection

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BROADWAY / FEDERAL WAY PEDESTRIAN IMPROVEMENTS



Alternative Route: Northbound Ramp & East Side of Broadway
Constraint: Tree and Landscaping Removal, Business Approach Intersection, Sign Relocation



Alternative Route: Northbound Ramp & East Side of Broadway
Constraint: Bench Relocation

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BROADWAY / FEDERAL WAY PEDESTRIAN IMPROVEMENTS



Alternative Route: Southbound Ramp & West Side of Broadway
Constraint: Utilities Relocation



Alternative Route: Southbound Ramp & West Side of Broadway
Constraint: Tree and Landscaping Removal, ADA Ramp Reconstruction,

PRE-CONCEPT REPORT
BROADWAY / FEDERAL WAY PEDESTRIAN IMPROVEMENTS



Alternative Route: Southbound Ramp & West Side of Broadway
Constraint: Utilities Relocation, Tree and Landscaping Removal, Business Approach Intersection



Alternative Route: Southbound Ramp & West Side of Broadway
Constraint: Utilities Relocation, Tree and Landscaping Removal, Business Approach Intersection

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Alternative Route: Southbound Ramp & West Side of Broadway
Constraint: Message Board Relocation, Utilities, Road Signs



Alternative Route: Southbound Ramp & West Side of Broadway
Constraint: Canal Proximity

PRE-CONCEPT REPORT
BROADWAY / FEDERAL WAY PEDESTRIAN IMPROVEMENTS



Alternative Route: Southbound Ramp & West Side of Broadway
Constraint: Relocate Guard Rail, Relocate Street Lights



Alternative Route: Southbound Ramp & West Side of Broadway
Constraint: Relocate Street Sign, Relocate Street Light

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BROADWAY / FEDERAL WAY PEDESTRIAN IMPROVEMENTS

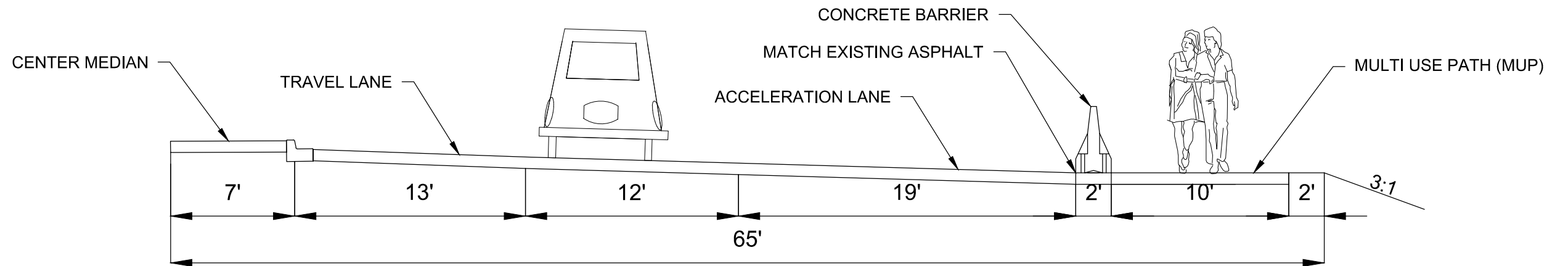


Alternative Route: Southbound Ramp & West Side of Broadway
Constraint: Pedestrian Cross Walk with Light

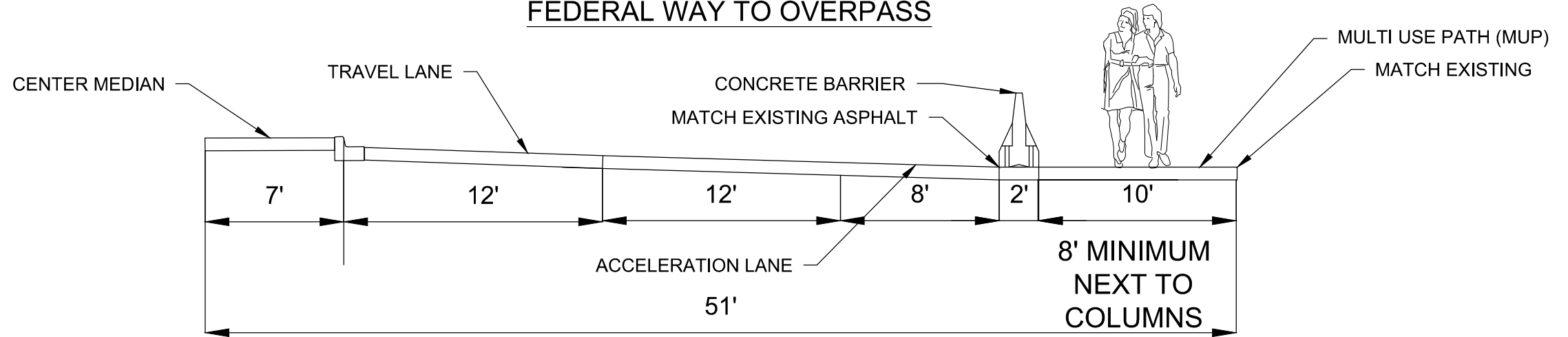


Alternative Route: Southbound Ramp & West Side of Broadway
Constraint: Pedestrian Bridge To Cross Gap

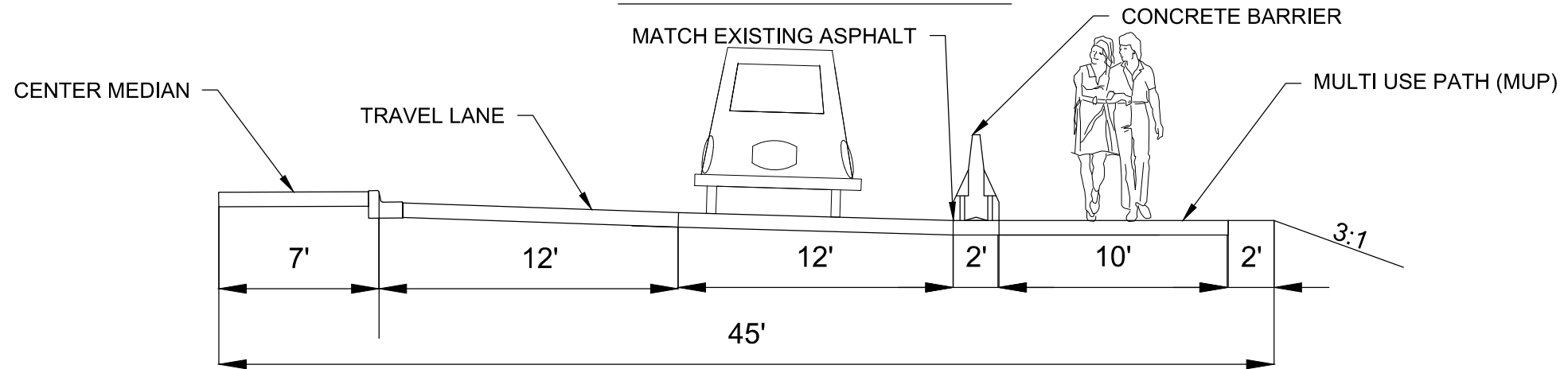
APPENDIX C – PRELIMINARY DRAFT PLANS



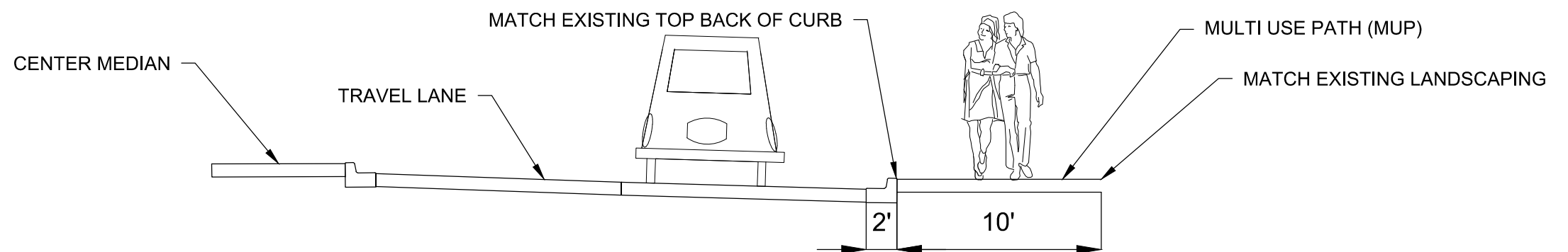
FEDERAL WAY TO OVERPASS



PREOVERPASS SECTION



OVERPASS TO RICHMOND LANE



NORTH OF RICHMOND LANE

NOT FOR CONSTRUCTION



DRAWN BY:
DESIGNED BY:
QUALITY CHECK:
DATE:
JOB NO.
FIELDBOOK

BROADWAY/FEDERAL WAY PEDESTRIAN IMPROVEMENTS
BOISE, ID

TYPICAL SECTIONS
SHEET

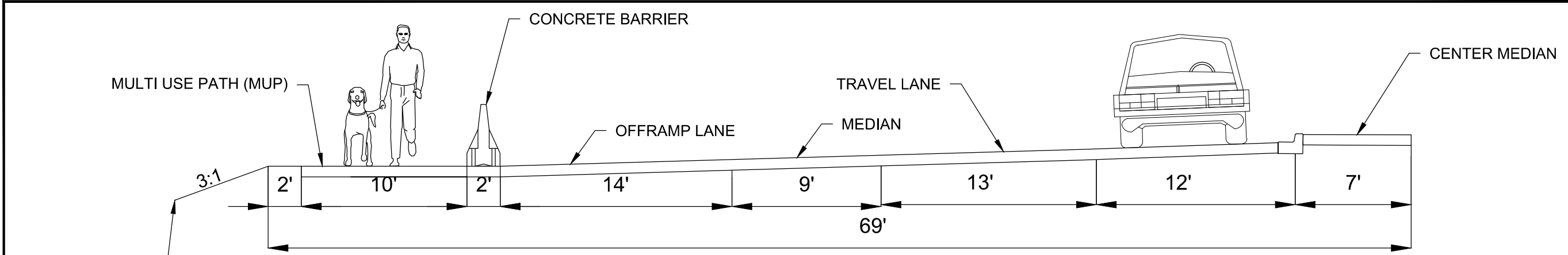
NOT FOR CONSTRUCTION

REV	DATE	REVISION

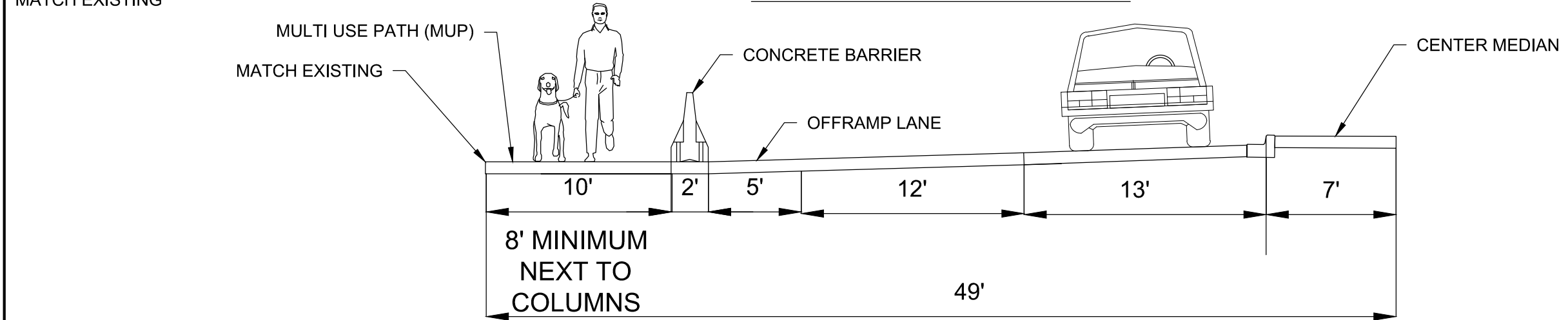


DRAWN BY: BES
 DESIGNED BY: BES
 QUALITY CHECK: CLB
 DATE: 6-23-2020
 JOB NO. MN19-007
 FIELDBOOK NA

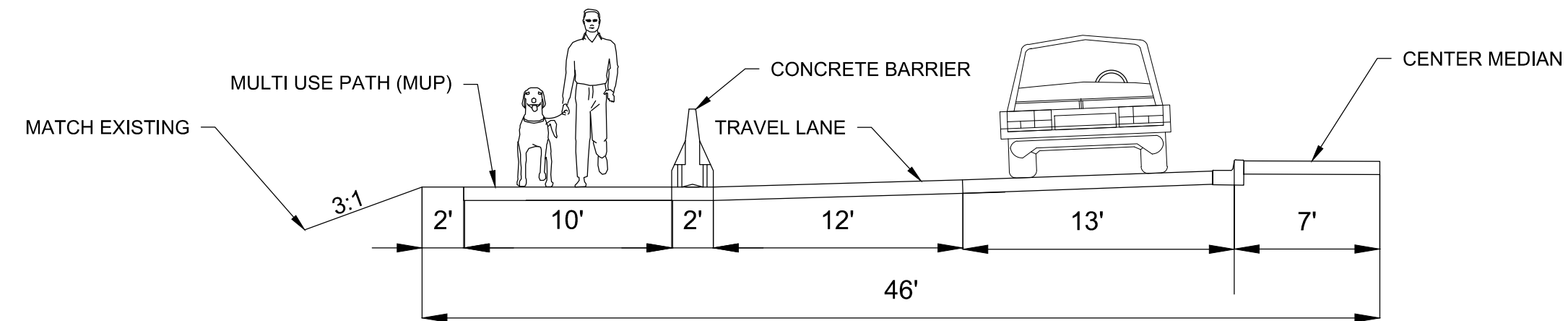
BROADWAY/FEDERAL WAY PEDESTRIAN IMPROVEMENTS
 BOISE, ID
 TYPICAL SECTIONS
 SOUTHBOUND RAMP & WEST SIDE OF BROADWAY ALTERNATIVE



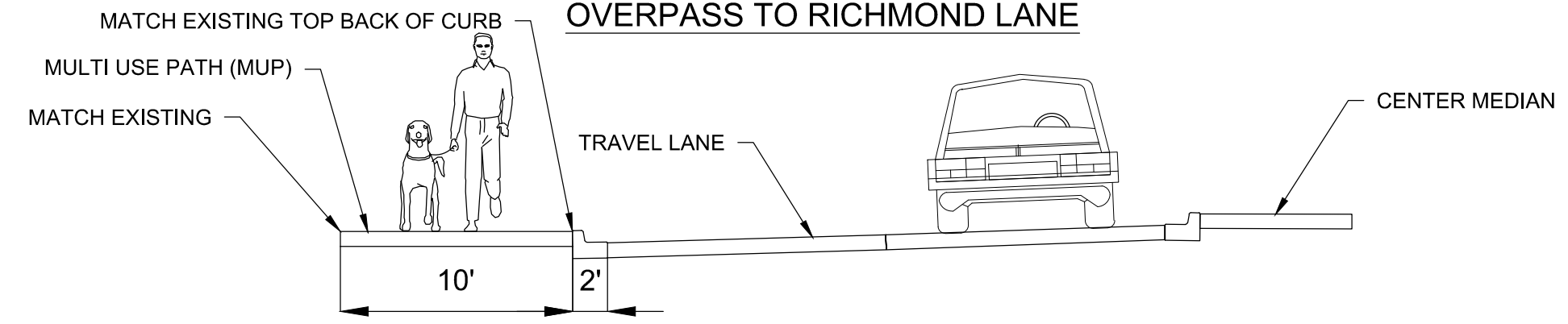
FEDERAL WAY TO OVERPASS



POST OVERPASS SECTION

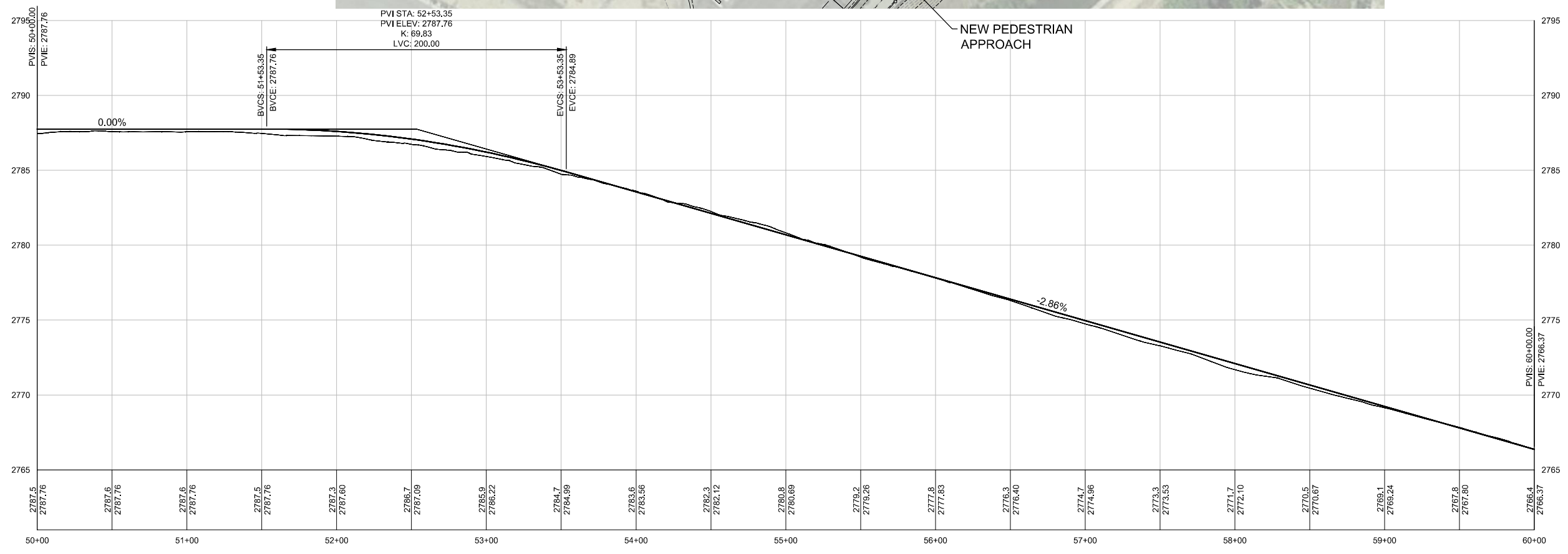
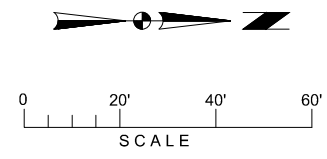
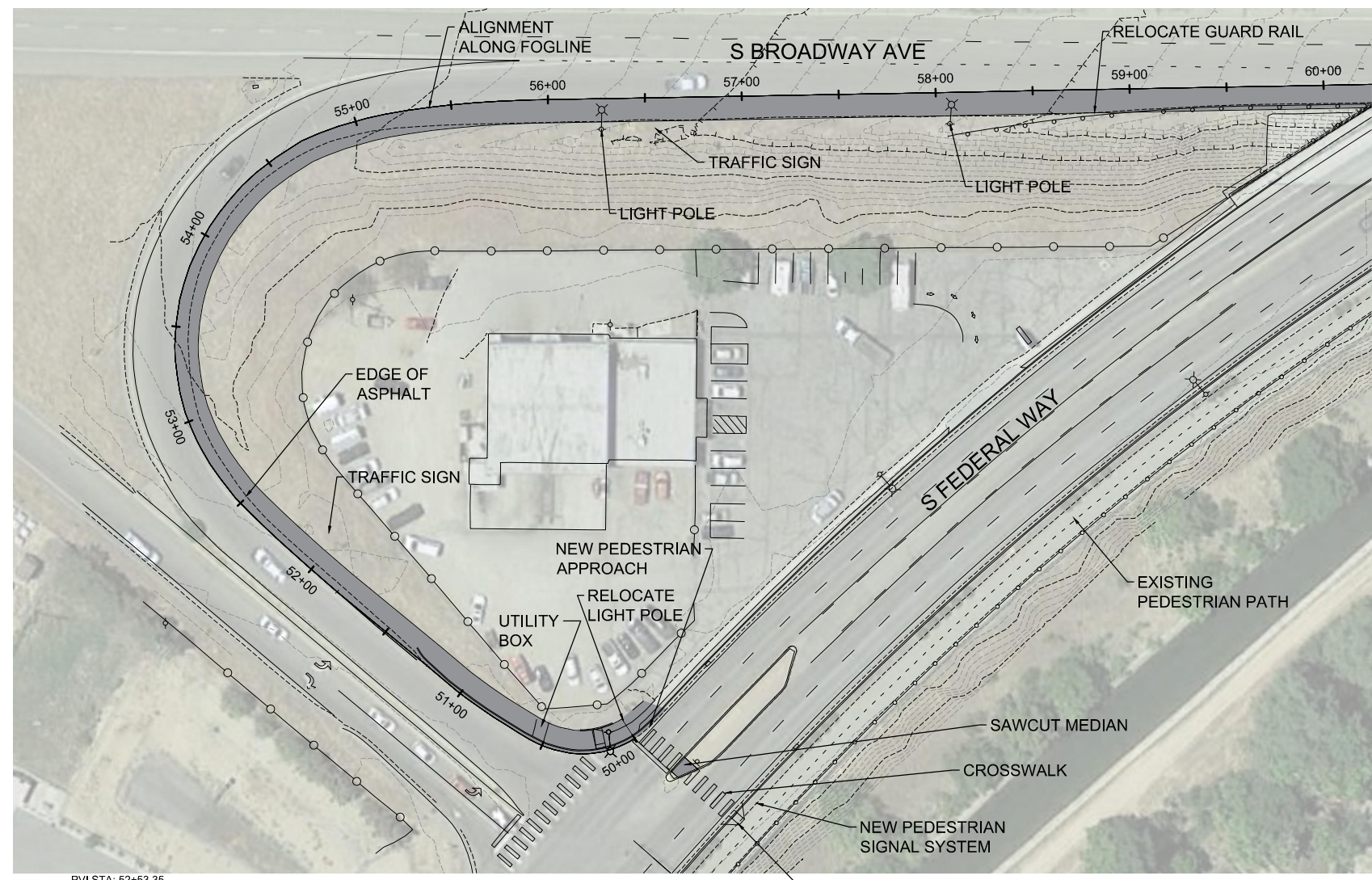


OVERPASS TO RICHMOND LANE



NORTH OF W RICHMOND LANE

NOT FOR CONSTRUCTION



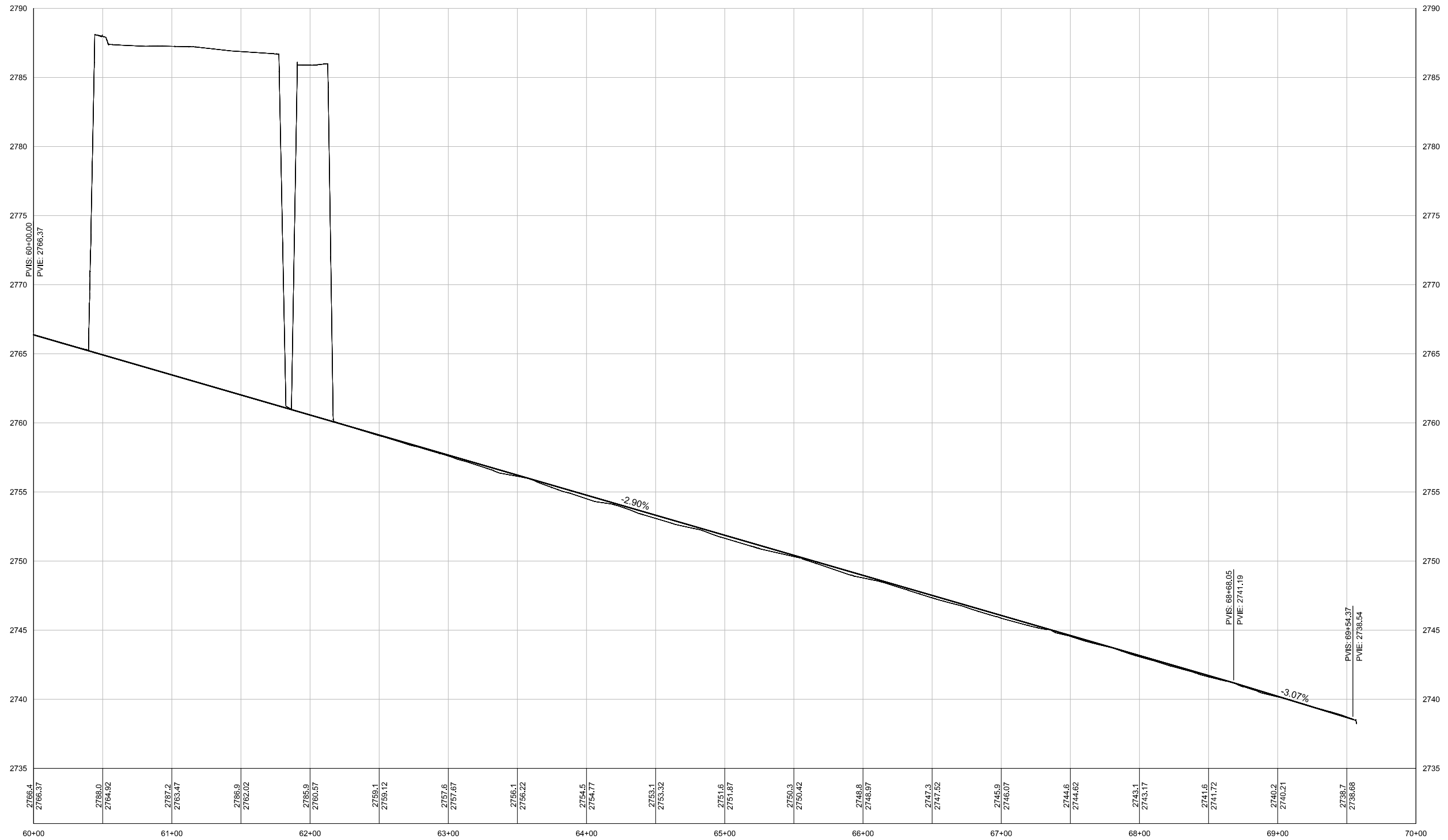
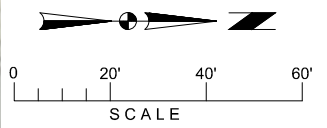
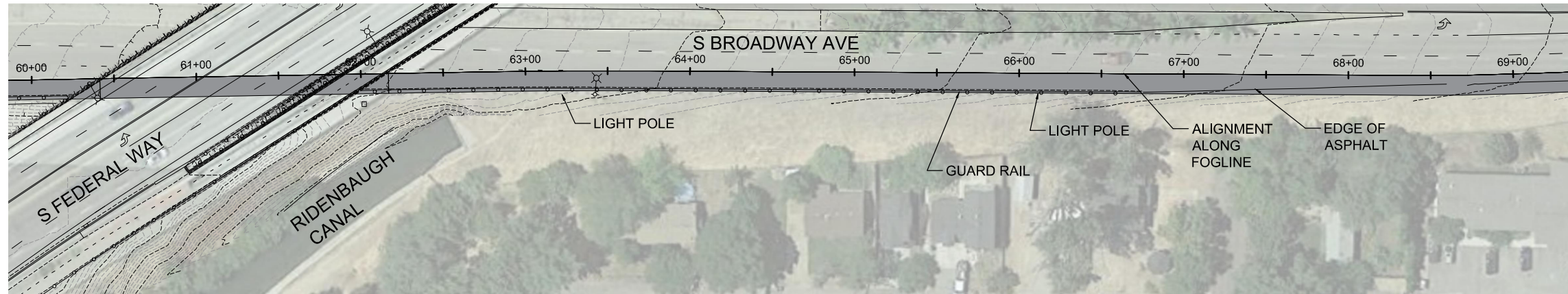
Profile View of Northbound Alternative

REV	DATE	REVISION



DRAWN BY: BES
 DESIGNED BY: CLB
 QUALITY CHECK: CLB
 DATE: 08/10/2020
 JOB NO. MN19-007
 FIELDBOOK

BROADWAY/FEDERAL WAY PEDESTRIAN IMPROVEMENTS
 BOISE, ID
PLAN AND PROFILE
NORTHBOUND RAMP & EAST SIDE OF BROADWAY ALTERNATIVE



Profile View of Northbound Alternative

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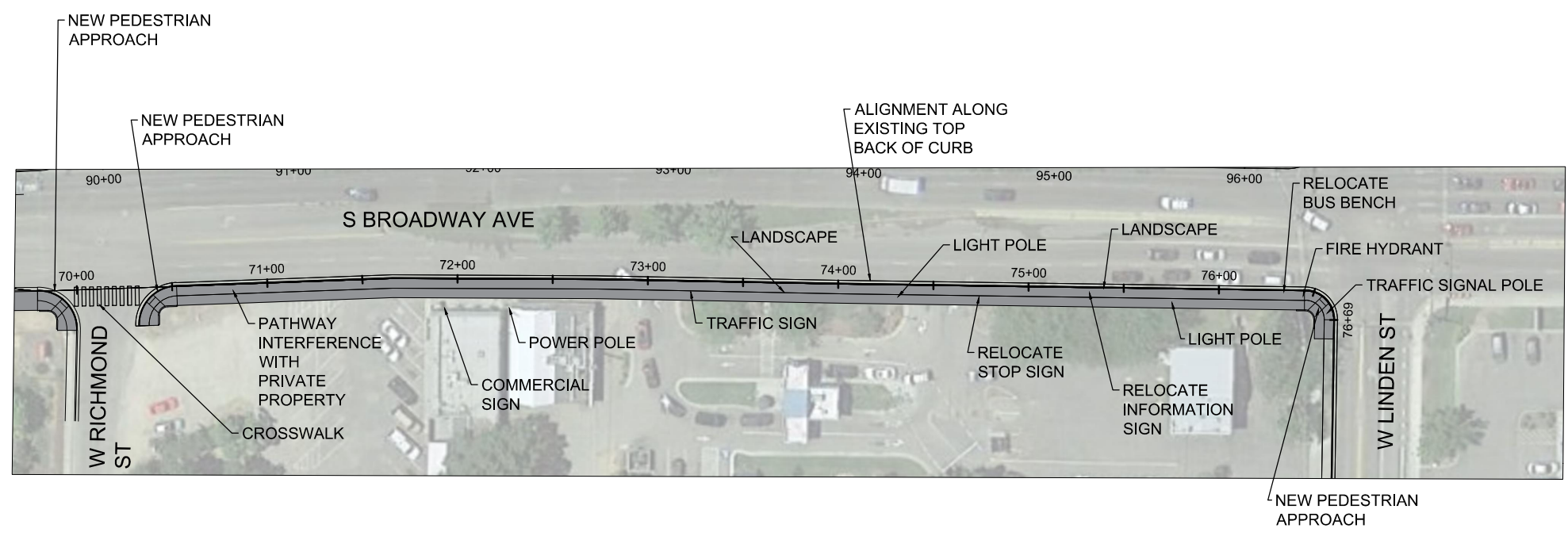
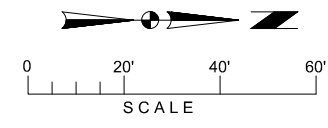
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 JOB NO. MN19-007
 FIELDBOOK

BROADWAY/FEDERAL WAY PEDESTRIAN IMPROVEMENTS
 BOISE, ID
PLAN AND PROFILE
NORTHBOUND RAMP & EAST SIDE OF BROADWAY ALTERNATIVE

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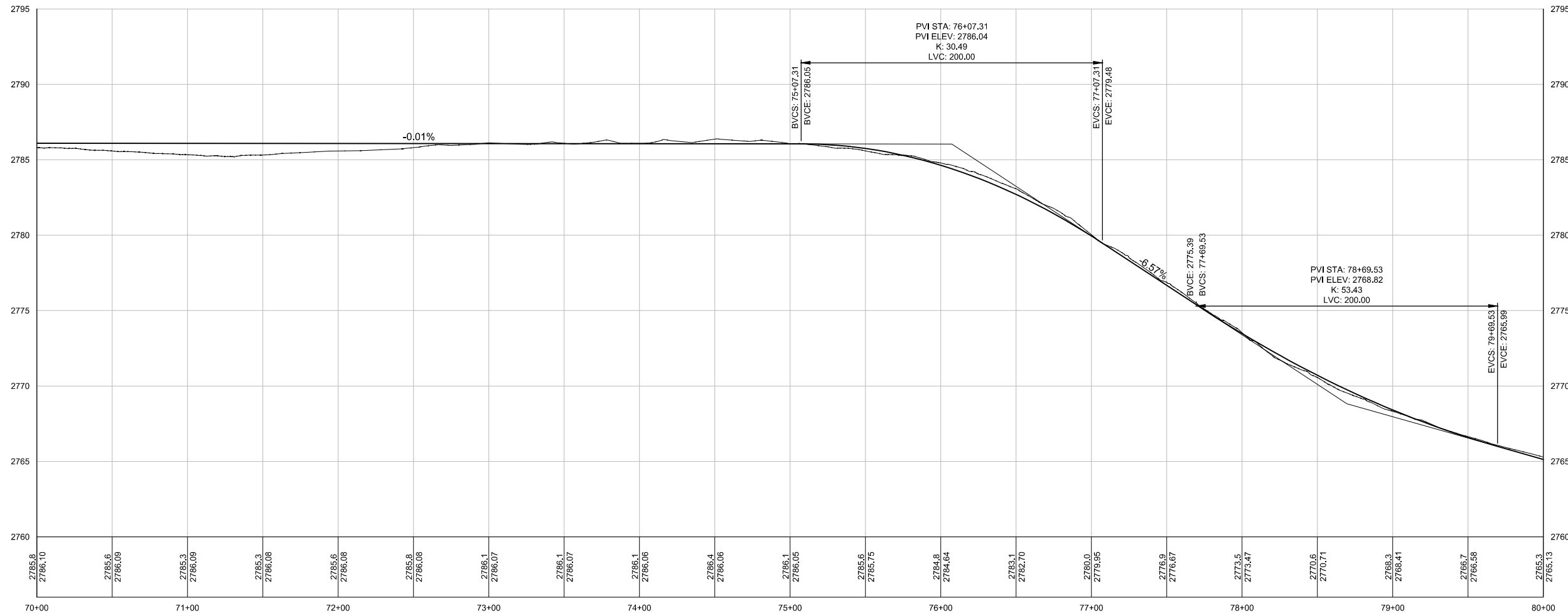
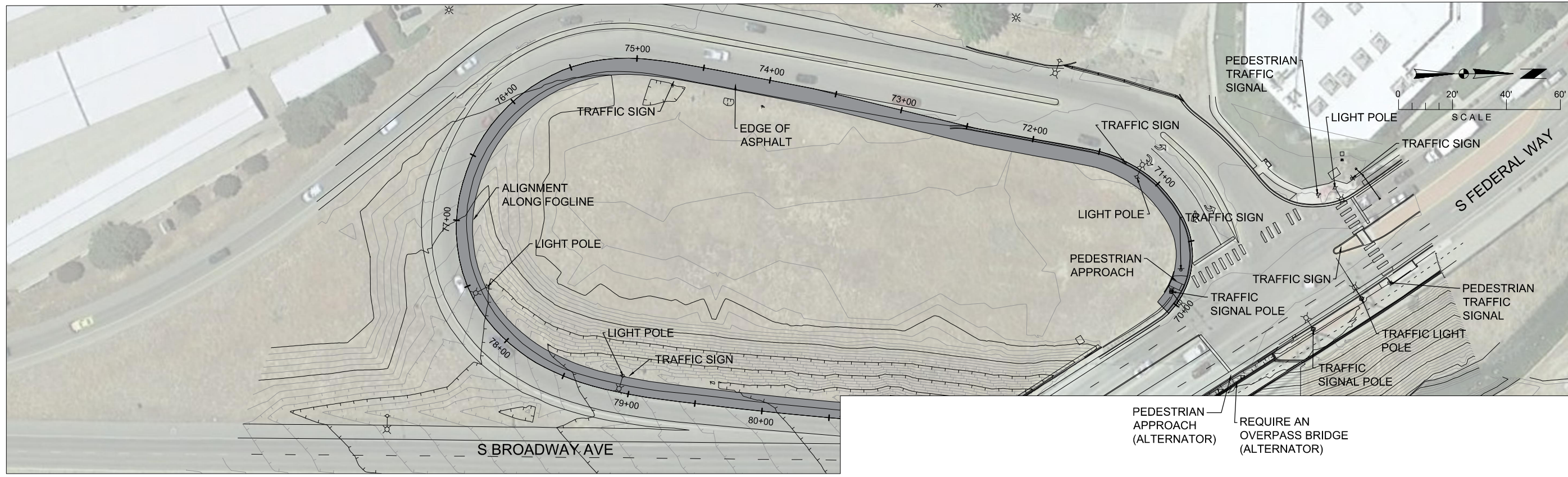


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 DATE: 08/10/2020
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BROADWAY/FEDERAL WAY PEDESTRIAN IMPROVEMENTS
 BOISE, ID
PLAN AND PROFILE
NORTHBOUND RAMP & EAST SIDE OF BROADWAY ALTERNATIVE



Profile View of Southbound Alternative

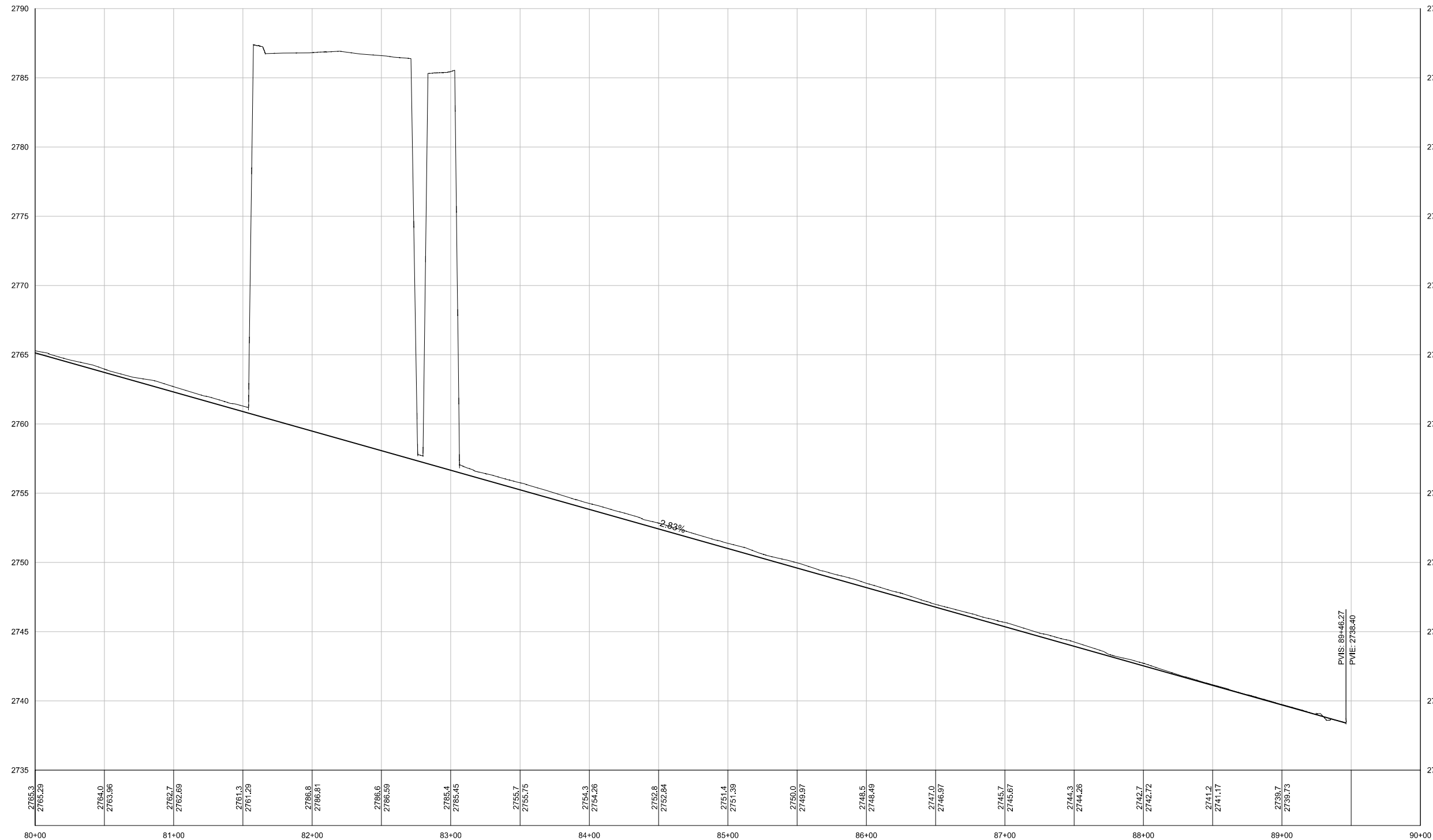
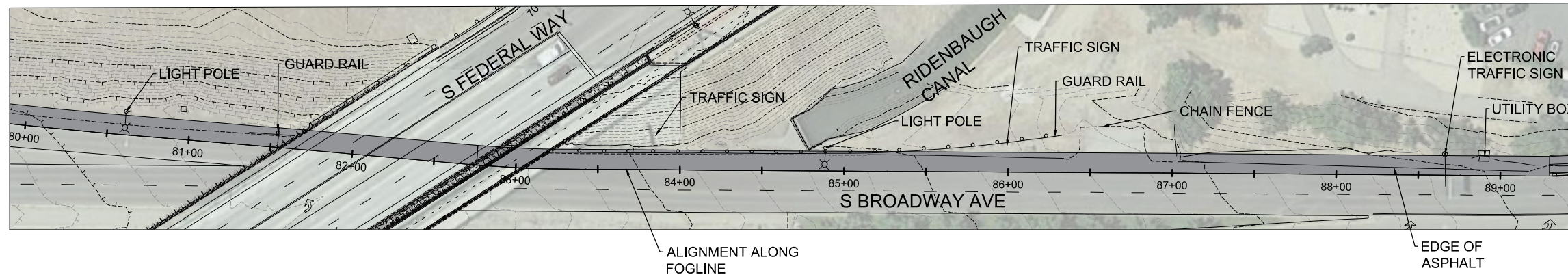
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 DESIGNED BY: CLB
 QUALITY CHECK:
 DATE: 08/10/2020
 JOB NO. MN19-007
 FIELD BOOK

BROADWAY/FEDERAL WAY PEDESTRIAN IMPROVEMENTS
 BOISE, ID
PLAN AND PROFILE
SOUTHBOUND RAMP & WEST SIDE OF BROADWAY ALTERNATIVE



Profile View of Southbound Alternative

NOT FOR CONSTRUCTION

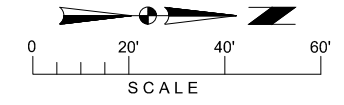
REV	DATE	REVISION



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 DESIGNED BY: CLB
 QUALITY CHECK:
 DATE: 08/10/2020
 JOB NO. MN19-007
 FIELDBOOK

BROADWAY/FEDERAL WAY PEDESTRIAN IMPROVEMENTS
 BOISE, ID
PLAN AND PROFILE
SOUTHBOUND RAMP & WEST SIDE OF BROADWAY ALTERNATIVE

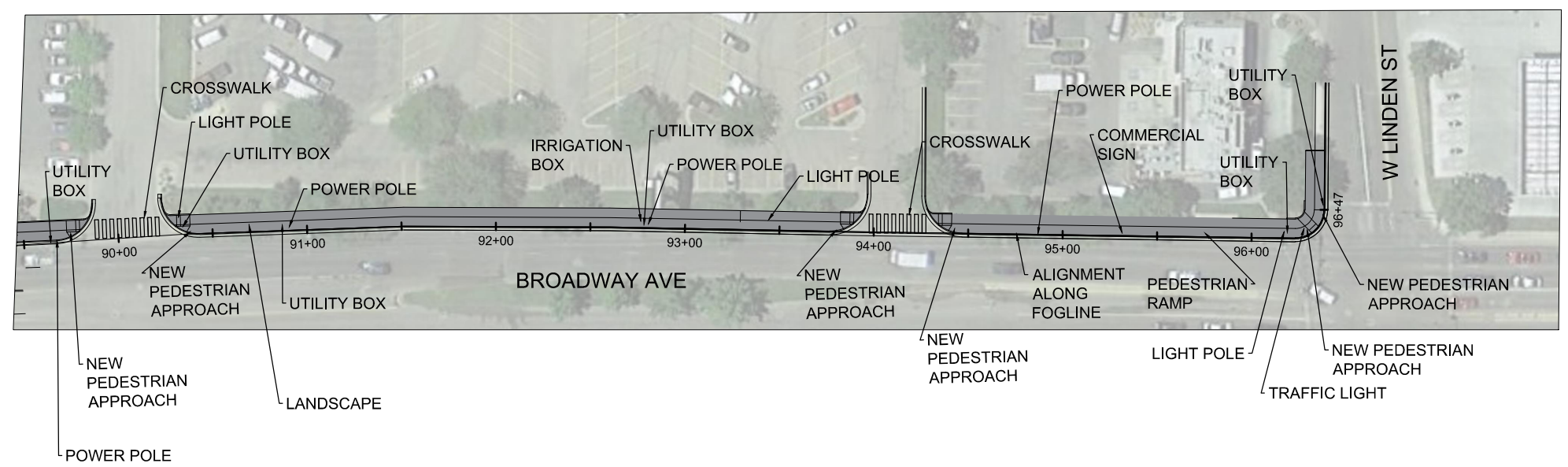
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REV	DATE	REVISION



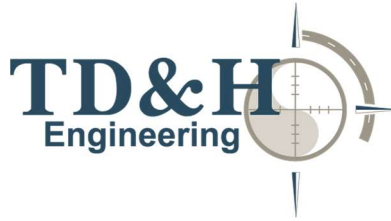
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 QUALITY CHECK:
 DATE: 08/10/2020
 JOB NO. MN19-007
 FIELDBOOK



BROADWAY/FEDERAL WAY PEDESTRIAN IMPROVEMENTS
 BOISE, ID
PLAN AND PROFILE
SOUTHBOUND RAMP & WEST SIDE OF BROADWAY ALTERNATIVE

PRE-CONCEPT REPORT
BROADWAY / FEDERAL WAY PEDESTRIAN IMPROVEMENTS

APPENDIX D – ENVIRONMENTAL SCAN



BROADWAY/FEDERAL WAY PEDESTRIAN IMPROVEMENTS ENVIRONMENTAL SCAN

Purpose

The purpose of this project is to construct dedicated bike and pedestrian facilities at the existing grade-separated interchange of Broadway Ave (US 20/26) with Federal Way, providing connectivity between these two corridors.

Need

The goal of this project is to improve the quality of life for residents of southeast Boise by providing safe and convenient mobility options to employment, shopping, and other services.

Project Description

This project includes concept development for future bike and pedestrian infrastructure (i.e. a multi-use pathway) connecting Broadway Ave to Federal Way in southeast Boise. There is currently no dedicated bike or pedestrian infrastructure present at the Broadway/Federal Way interchange, creating a situation that is both uncomfortable, non-ADA-compliant and unsafe for those travelling by non-motorized modes.

Threatened and Endangered Species and Wildlife

Threatened and Endangered Species

A report has been created to evaluate the project area using the information for planning and Conservation (IPaC) website from USFWS (Appendix B). Yellow-billed Cuckoo (*Coccyzus americanus*) and Slickspot Peppergrass (*Lepidium papilliferum*) are listed as threatened species. The project impact area lies outside the critical habitat area for these species (USFWS 2020a).

Migratory Birds

A list of migratory birds who potentially have a probability of presence was provided within the IPaC resource list in Appendix B. The USFWS eBird tracker database confirms that there have been no sightings of migratory bird species within the project impact area (USFWS, 2020b).

Water Resources

USFWS provided data of National Wetlands Inventory (NWI) to determine if any of U.S. water or wetlands are located within the project area (Appendix C). One water feature is located near the project area:

- Ridenbaugh Canal: Streams along S Federal Way and crosses under Broadway Ave. This feature consists of a Riverine System that is created to deliver irrigation water (2020c).

There will be no impact to the existing water feature due to pathway improvements occurring within the existing ROW.

FEMA Floodway

FEMA Flood Map Service Center (MSC) presented the probability of a flood hazard within the project impact area. The current-effective Flood Insurance Rate Maps (Appendix D) were reviewed to confirm the project area is located in a minimal flood hazard zone.

Hazardous Material

Idaho Department of Environmental Quality (IDEQ) Waste Management and Remediation Facility Mapper and EPA EnviroMapper provided information about the hazardous activities that could affect surface waters, ground water, soils and air within the project impact area. Eleven locations are within approximately 900 feet of the proposed project impact area (Appendix E). All locations found are located outside of the project impact area, therefore they should be no impact toward the proposed project. The table below shows the information of Underground Storage Tank (UST) and Leaking Underground Storage Tanks (LUST); the detailed report and the map are presented in Appendix E.

Name	Site Address	Program ID	IDEQ Waste Remediation Program	IDEQ Contact
Dowdy Automotive	3183 Federal Way	3-010229	UST	Kristi Lowder (208)373-0347
Fred Meyer Fuel	3231 South Federal Way	3-010877	UST	Christopher Bowe (208)373-0550
Pilot Flying J Travel Plaza	3353 Federal Way	3-010483	UST/LUST	Christopher Bowe (208)373-0550
Air Van North America	7735 Friedly Dr	3-010344		Kristi Lowder 208)373-0347

Jacksons Food Store	2581 Broadway	3-010475	UST/LUST	Christopher Bowe (208)373-0550
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Source: Environmental Protection Agency's EnviroMapper
IDEQ Interactive Map

Cultural Resources

Because the proposed pathway construction limits will occur on land that has been previously disturbed either for road development and land development (residential/commercial), no analysis of cultural resources was performed at this time.

Conclusion

The following is a summary of the environmental scan performed for the concept/preliminary design of the proposed pathway project.

Impacts/Mitigation:

- Impact to threatened and endangered species should be minimal as impact area is outside critical habitat for identified species. Migratory birds in the project site is minimal.
- No wetlands will be impacted by the proposed pathway improvements.
- The proposed project will disturb approximately 1 acre of land and therefore a Storm Water Pollution Prevention Plan and Construction General Permit will be required.
- Two leaking underground tanks were identified to be within 900 feet of the project site. The status of leaking underground storage tanks are closed for one facility; clean-up has been forced on the remaining leaking facility. The locations of the leaking underground storage tanks are outside of the project impact area and there should be no threat to the proposed project.
- Impacts to cultural resources are not expected due to project occurring on land that has been previously disturbed either for road development and land development (residential/commercial). However, if the proposed construction limits are revised that may create an impact, a qualified archaeologist will be required to research any potential impacts.

References

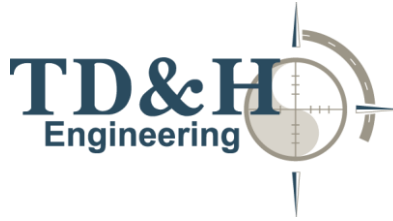
[IDEQ] Idaho Department of Environmental Quality, Interactive Map.
<https://idaho.terradex.com/> Accessed April 24, 2020

Idaho Department of Environmental Quality, Underground Storage Tank Database.
<https://www2.deq.idaho.gov/waste/ustlust/Pages/PublicReports.aspx>
Accessed April 24, 2020



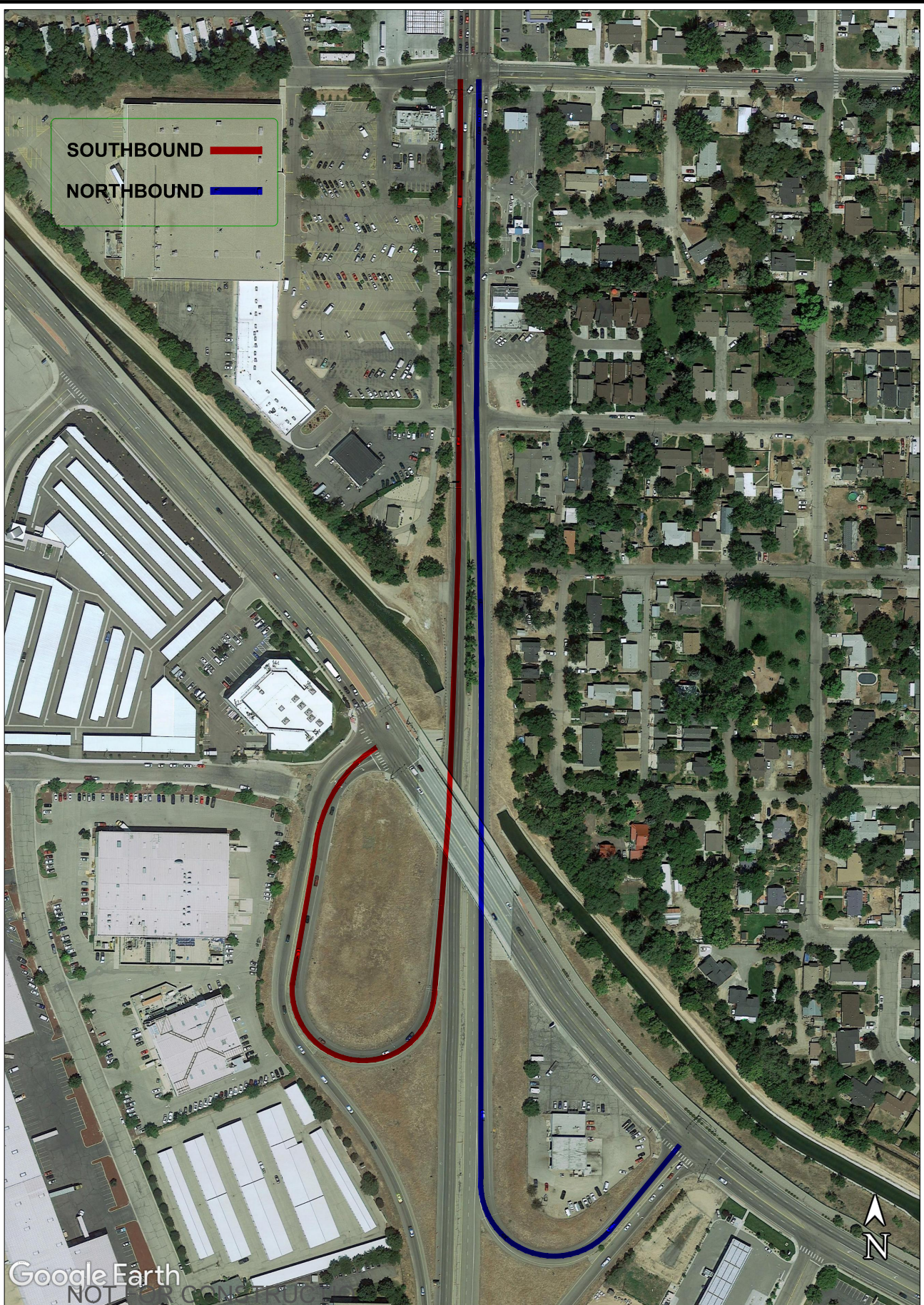
- [EPA] Environmental Protection Agency, EnviroMapper
<https://enviro.epa.gov/enviro/em4ef.home> Accessed April 24, 2020
- 2020a United States Fish and Wildlife Service, Information for Planning and Consultation (IPaC). <https://ecos.fws.gov/ipac/location/index> Accessed April 24, 2020.
- 2020b Bird inventory for environmental Evaluation area. <https://ebird.org/map/>. Accessed on April 24, 2020.
- 2020c National Wetland Inventory (NWI). Wetlands Mapper. <https://www.fws.gov/wetlands/Data/Mapper.html> Accessed April 24, 2020.
- 2020d FEMA Flood Hazard Layer (NFHL) Viewer. <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd> Accessed April 24, 2020.

526C Shoup Avenue West
Twin Falls, ID 83301



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Appendix A Project Study Map



SOUTHBOUND ———
 NORTHBOUND ———

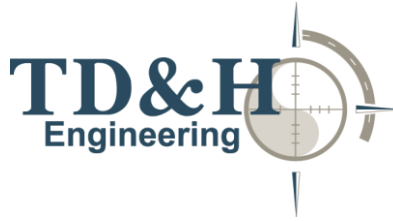
Google Earth
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COMPASS BROADWAY PEDESTRIAN IMPROVEMENTS
 Boise, Idaho



DRAWN BY:	BES
DESIGNED BY:	BES
QUALITY CHECK:	CLB
DATE:	04/23/2020
JOB NO.	MN19-008
CAD NO.	CONFIGURATION MAP

526C Shoup Avenue West
Twin Falls, ID 83301



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Appendix B

USFWS Biological Scan

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME

STATUS

Yellow-billed Cuckoo *Coccyzus americanus*

Threatened

There is **proposed** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/3911>

Flowering Plants

NAME

STATUS

Slickspot Peppergrass *Lepidium papilliferum*

Threatened

There is **proposed** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/4027>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ

[below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
<p>Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626</p>	Breeds Dec 1 to Aug 31
<p>Brewer's Sparrow <i>Spizella breweri</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9291</p>	Breeds May 15 to Aug 10
<p>Golden Eagle <i>Aquila chrysaetos</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/1680</p>	Breeds Dec 1 to Aug 31
<p>Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679</p>	Breeds elsewhere

<p>Lewis's Woodpecker <i>Melanerpes lewis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408</p>	Breeds Apr 20 to Sep 30
<p>Long-billed Curlew <i>Numenius americanus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5511</p>	Breeds Apr 1 to Jul 31
<p>Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914</p>	Breeds May 20 to Aug 31
<p>Sage Thrasher <i>Oreoscoptes montanus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9433</p>	Breeds Apr 15 to Aug 10
<p>Willow Flycatcher <i>Empidonax traillii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/3482</p>	Breeds May 20 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence

across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

- The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

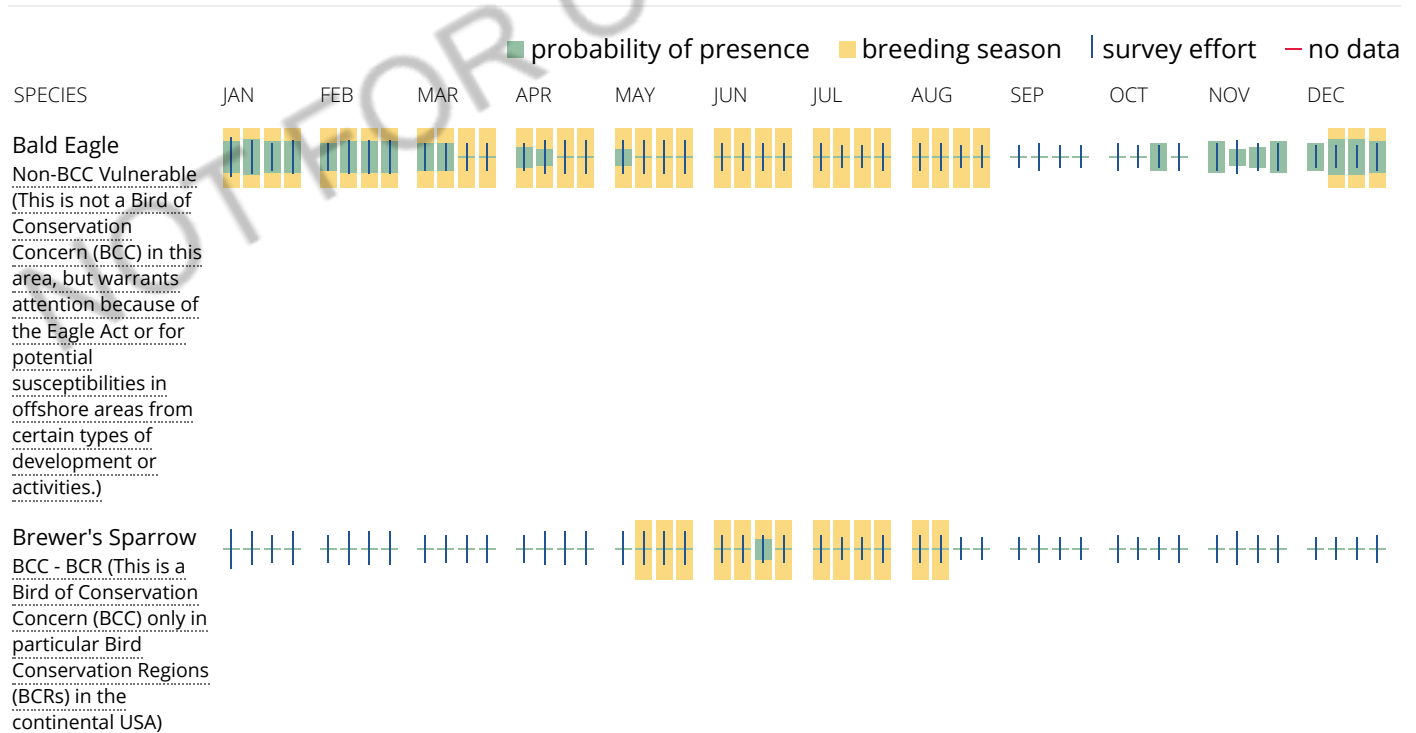
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

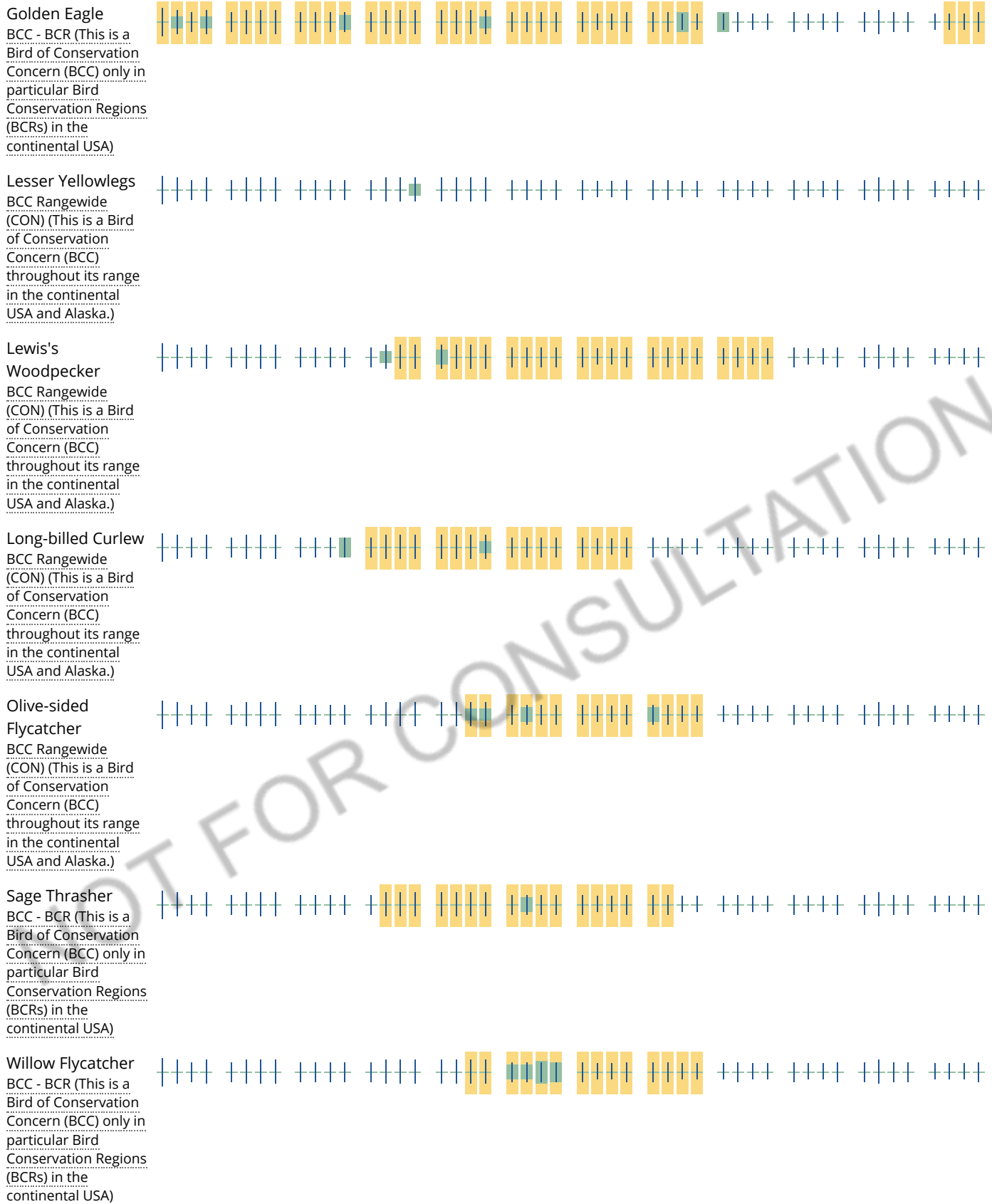
No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to

occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

RIVERINE

[Riverine](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

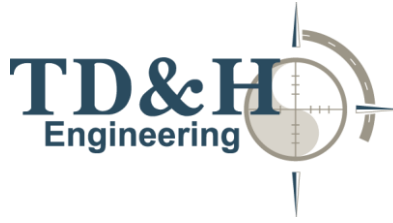
Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

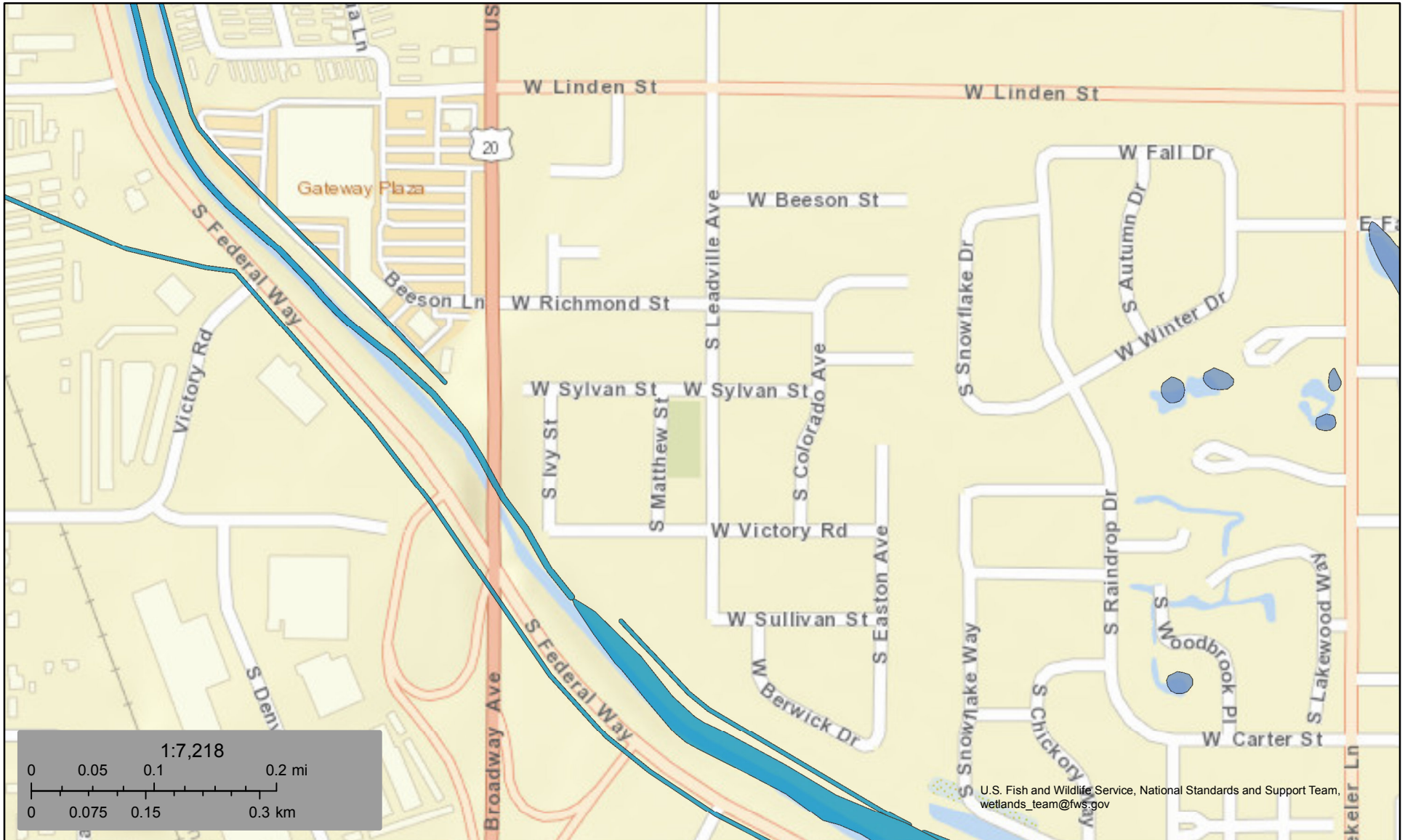
526C Shoup Avenue West
Twin Falls, ID 83301



208.733.2446
tdhengineering.com

Appendix C

National Inventory of Wetlands Map



U.S. Fish and Wildlife Service, National Standards and Support Team, wetlands_team@fws.gov

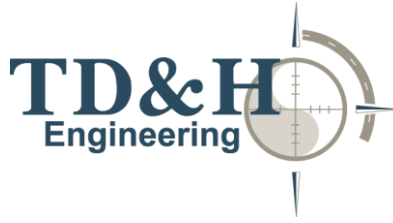
April 22, 2020

Wetlands

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

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Twin Falls, ID 83301



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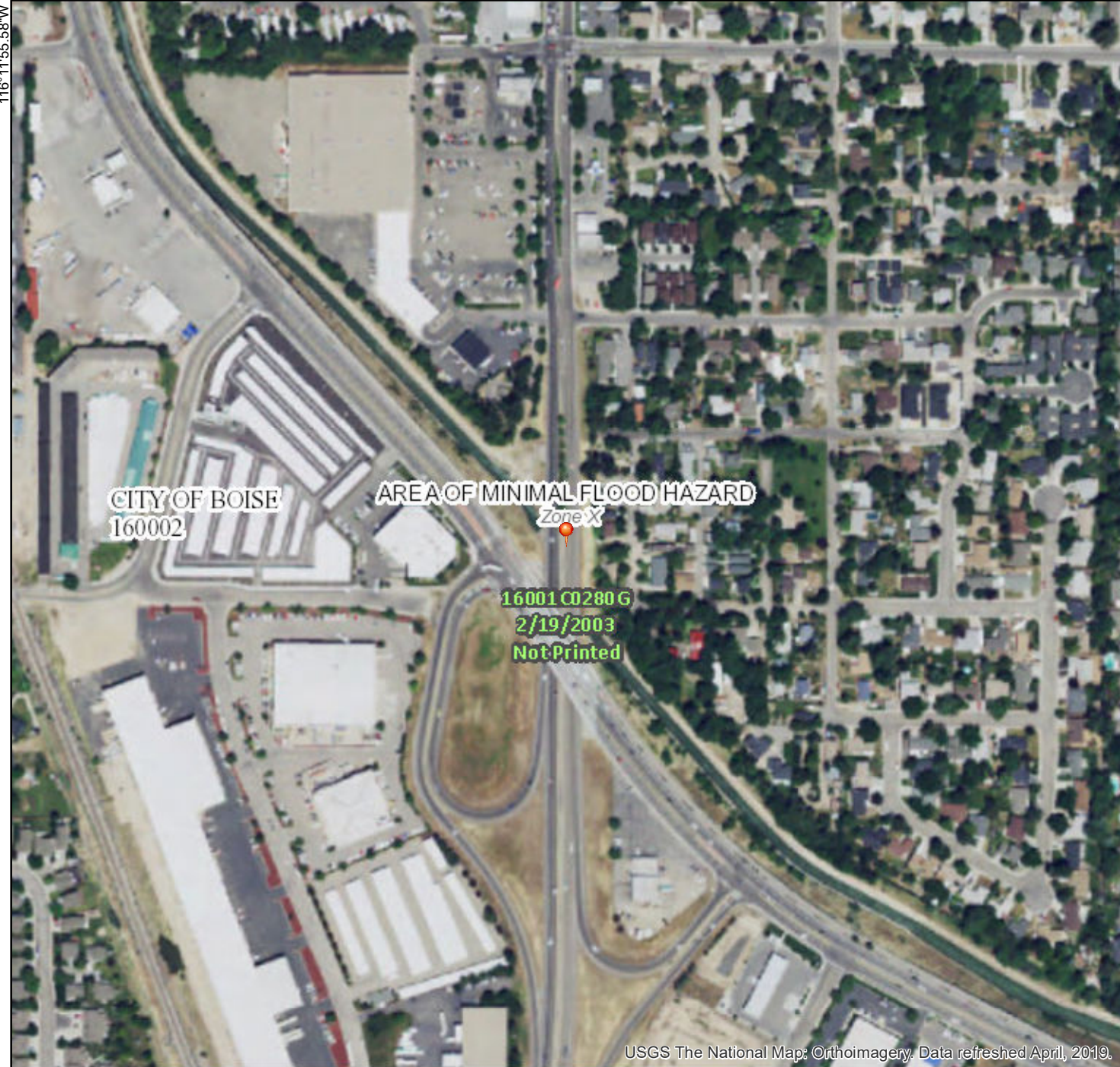
Appendix D

FEMA's National Flood Hazard Layer Map

National Flood Hazard Layer FIRMette



43°34'45.51"N



116°11'55.58"W

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

- | | | |
|------------------------------------|--|--|
| SPECIAL FLOOD HAZARD AREAS | | Without Base Flood Elevation (BFE)
<i>Zone A, V, A99</i> |
| | | With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i> |
| | | Regulatory Floodway |
| OTHER AREAS OF FLOOD HAZARD | | 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile <i>Zone X</i> |
| | | Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i> |
| | | Area with Reduced Flood Risk due to Levee. See Notes. <i>Zone X</i> |
| | | Area with Flood Risk due to Levee <i>Zone D</i> |
| OTHER AREAS | | NO SCREEN Area of Minimal Flood Hazard <i>Zone X</i> |
| | | Effective LOMRs |
| GENERAL STRUCTURES | | Area of Undetermined Flood Hazard <i>Zone D</i> |
| | | Channel, Culvert, or Storm Sewer |
| | | Levee, Dike, or Floodwall |
| OTHER FEATURES | | 20.2 Cross Sections with 1% Annual Chance |
| | | 17.5 Water Surface Elevation |
| | | Coastal Transect |
| | | Base Flood Elevation Line (BFE) |
| | | Limit of Study |
| MAP PANELS | | Jurisdiction Boundary |
| | | Coastal Transect Baseline |
| | | Profile Baseline |
| | | Hydrographic Feature |
| | | Digital Data Available |
| | | No Digital Data Available |
| | | Unmapped |
| | | The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location. |



This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **4/24/2020 at 1:32:53 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

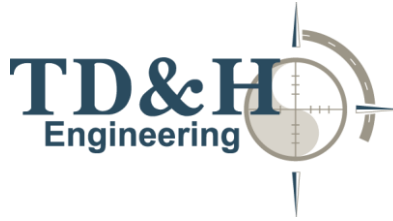
This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



116°11'18.12"W

USGS The National Map: Orthoimagery. Data refreshed April, 2019.

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Appendix E

EPA and IDEQ Hazardous Materials Data





Department of Environmental Quality Underground Storage Tank Database

- Search UST/LUST Database
- Operator Training
- View UST/LUST Reports

Facility Description

Facility Id * <input type="text" value="3-010229"/>	Facility Name * <input type="text" value="DOWDY AUTOMOTIVE"/>	Edited By <input type="text" value="htimothy"/>
Address Line 1 * <input type="text" value="3183 FEDERAL WAY"/>	Address Line 2 <input type="text"/>	Facility Status Closure
Facility City * <input type="text" value="BOISE"/>	Facility Zip * <input type="text" value="83705"/>	Facility Phone <input type="text" value="(208) 342-3651"/>
Facility Latitude <input type="text" value="43.57355"/>	Facility Longitude Map... <input type="text" value="-116.19262"/>	Date Certified <input type="text"/>
Facility Type <input type="text" value="Not Listed"/>	Owner Type * <input type="text"/>	Within 1000 feet of a drinking water source? * Yes <input type="text"/>

Contacts Active Contacts Only

Contact Name	Contact Type	Trained Date	Start Date	End Date	Delete
DOWDY AUTOMOTIVE	Owner		01/01/2010		
HAM BOUROUGHES	Other		04/14/1993		

Financial Responsibility

Tanks Display Closed Tanks

Tank #	Capacity	Status	Substance	Tank Material	Date Installed	ATG#	Delete
3-010229*1	1000	Permanently Out of Use	Regular Gasoline	Asphalt Coated or Bare Steel	01/01/1961		
3-010229*2	1000	Permanently Out of Use	Diesel	Asphalt Coated or Bare Steel	01/01/1961		

Pipes Display Inactive Pipes

Dispensers Display Inactive Dispensers

Inspection List

LUST Events

[Contact DEQ](#) [Idaho.gov](#)

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Department of Environmental Quality Underground Storage Tank Database

- Search UST/LUST Database
- Operator Training
- View UST/LUST Reports

Facility Description

Facility Id * 3-010877	Facility Name * Fred Meyer Fuel #613	Edited By cbowe
Address Line 1 * 3231 South Federal Way	Address Line 2	Facility Status Active
Facility City * BOISE	Facility Zip * 83705	Facility Phone
Facility Latitude 43.572519	Facility Longitude Map... -116.191464	Date Certified 06/21/2012
Facility Type Gas Station	Owner Type *	Within 1000 feet of a drinking water source? * Yes

Contacts Active Contacts Only

Contact Name	Contact Type	Trained Date	Start Date	End Date	Delete
DANIEL HERMANN	Class A Operator	04/03/2008	04/03/2008		
DANIEL HERMANN	Class B Operator	04/03/2008	04/03/2008		
FRED MEYER STORES INC	Owner		02/27/2012		
Justin Pierce	Compliance Certifier		08/12/2019		
Justin Pierce	Class A Operator	06/23/2014	08/12/2019		
Justin Pierce	Class B Operator	06/23/2014	08/12/2019		
Kroger Business License	Billing Contact		07/07/2017		

Financial Responsibility

Type	Expiration Date	Delete
Insurance	05/01/2018	

Tanks Display Closed Tanks

Tank #	Capacity	Status	Substance	Tank Material	Date Installed	ATG#	Delete
3-010877*1	20000	Currently In Use	E10 Regular	Fiberglass Reinforced Plastic	03/26/2012		
3-010877*2A	8000	Currently In Use	Premium Gasoline	Fiberglass Reinforced Plastic	03/26/2012		
3-010877*2B	10000	Currently In Use	Diesel	Fiberglass Reinforced Plastic	03/26/2012		

Pipes Display Inactive Pipes

Description	Status	Pipe Type	Pipe Material	Date Installed	Delete
1	Active	Pressurized	Flexible (OPW Flexworks)	04/02/2012	
2A	Active	Pressurized	Flexible (OPW Flexworks)	04/02/2012	
2B	Active	Pressurized	Flexible (OPW Flexworks)	04/02/2012	

Dispensers Display Inactive Dispensers

Local Description	Sump Containment	Flex Connector CP Type	Start Date	End Date	Delete
1&2	Contained - Single Walled	No Metal Connectors/Fittings	04/02/2012		
11&12	Contained - Single Walled	No Metal Connectors/Fittings	04/02/2012		
13&14	Contained - Single Walled	No Metal Connectors/Fittings	04/02/2012		
15&16	Contained - Single Walled	No Metal Connectors/Fittings	04/02/2012		
17&18	Contained - Single Walled	No Metal Connectors/Fittings	04/02/2012		
3&4	Contained - Single Walled	No Metal Connectors/Fittings	04/02/2012		
5&6	Contained - Single Walled	No Metal Connectors/Fittings	04/02/2012		
7&8	Contained - Single Walled	No Metal Connectors/Fittings	04/02/2012		
9&10	Contained - Single Walled	No Metal Connectors/Fittings	04/02/2012		

Inspection List

Inspection Date	Prevention	Detection	Total	Inspector
-----------------	------------	-----------	-------	-----------

11/13/2014	✓	✓	✓	BOWE, CHRISTOPHER
11/08/2017	✓	✓	✓	BOWE, CHRISTOPHER

LUST Events

[Contact DEQ](#) Idaho.gov

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Department of Environmental Quality Underground Storage Tank Database

- Search UST/LUST Database
- Operator Training
- View UST/LUST Reports

Facility Description

Facility Id * <input type="text" value="3-010483"/>	Facility Name * <input type="text" value="Pilot Flying J Travel Plaza #777"/>	Edited By <input type="text" value="molsen"/>
Address Line 1 * <input type="text" value="3353 FEDERAL WAY"/>	Address Line 2 <input type="text"/>	Facility Status Active
Facility City * <input type="text" value="BOISE"/>	Facility Zip * <input type="text" value="83705"/>	Facility Phone <input type="text"/>
Facility Latitude <input type="text" value="43.57149"/>	Facility Longitude Map... <input type="text" value="-116.19059"/>	Date Certified <input type="text" value="07/16/2010"/>
Facility Type <input type="text" value="Gas Station"/>	Owner Type * <input type="text"/>	Within 1000 feet of a drinking water source? * Yes <input type="text"/>

Contacts Active Contacts Only

Contact Name	Contact Type	Trained Date	Start Date	End Date	Delete
AL SMITH	Manager		06/23/2007		
Chip Hughes	Class A Operator	07/30/2008	12/16/2009		
Chip Hughes	Class B Operator	07/30/2008	12/16/2009		
DELOY JOHNSON	Compliance Certifier		08/19/1999		
Joe Russell	Class A Operator	03/29/2012	03/29/2012		
Joey Cupp	Manager		08/05/2010		
PILOT TRAVEL CENTERS LLC	Owner		08/05/2010		

Financial Responsibility

Type	Expiration Date	Delete
Insurance	09/01/2017	

Tanks Display Closed Tanks

Tank #	Capacity	Status	Substance	Tank Material	Date Installed	ATG#	Delete
3-010483*4	20000	Currently In Use	E10 Regular	Cathodically Protected Steel (Impressed Current)	01/01/1980		
3-010483*5	20000	Currently In Use	E10 Premium	Cathodically Protected Steel (Impressed Current)	01/01/1980		
3-010483*6	20000	Currently In Use	Diesel	Cathodically Protected Steel (Impressed Current)	01/01/1980		
3-010483*7	5000	Permanently Out of Use	Not Listed	Asphalt Coated or Bare Steel	01/01/1980		
3-010483*8	2000	Permanently Out of Use	Not Listed	Asphalt Coated or Bare Steel	01/01/1980		
3-010483*9	2000	Permanently Out of Use	Used Oil	Asphalt Coated or Bare Steel	01/01/1980		
3-010483*10	1000	Permanently Out of Use	Used Oil	Asphalt Coated or Bare Steel	01/01/1980		
3-010483*1M	20000	Currently In Use	Diesel	Cathodically Protected Steel (Impressed Current)	01/01/1980		
3-010483*2M	20000	Currently In Use	Diesel	Cathodically Protected Steel (Impressed Current)	01/01/1980		
3-010483*3M	20000	Currently In Use	Diesel	Cathodically Protected Steel (Impressed Current)	01/01/1980		

Pipes Display Inactive Pipes

Description	Status	Pipe Type	Pipe Material	Date Installed	Delete
17S	Active	Pressurized	Fiberglass Reinforced Plastic	01/01/1980	
18S	Active	Pressurized	Fiberglass Reinforced Plastic	01/01/1980	
1M	Active	Pressurized	Fiberglass Reinforced Plastic	01/01/1980	
2M	Active	Pressurized	Steel (Impressed Current)	01/01/1980	
3M	Active	Pressurized	Steel (Impressed Current)	01/01/1980	
4	Active	Pressurized	Fiberglass Reinforced Plastic	01/01/1980	
5	Active	Pressurized	Fiberglass Reinforced Plastic	01/01/1980	
6	Active	Pressurized	Fiberglass Reinforced Plastic	01/01/1980	

Dispensers Display Inactive Dispensers

Local Description	Sump Containment	Flex Connector CP Type	Start Date	End Date	Delete
-------------------	------------------	------------------------	------------	----------	--------

UST/LUST

1&2	Uncontained	Isolated	01/01/1980
11&12	Uncontained	Isolated	01/01/1980
13&14	Uncontained	Isolated	01/01/1980
15	Uncontained	Isolated	01/01/1980
17	Uncontained	Isolated	01/01/1980
17S&18	Uncontained	Isolated	01/01/1980
18S&19	Uncontained	Isolated	01/01/1980
19S	Uncontained	Isolated	01/01/1980
3&4	Uncontained	Isolated	01/01/1980
5&6	Uncontained	Isolated	01/01/1980
7&8	Uncontained	Isolated	01/01/1980
9&10	Uncontained	Isolated	01/01/1980

Inspection List

Inspection Date	Prevention	Detection	Total	Inspector
07/30/2010	✘	✘	✘	BOWE, CHRISTOPHER
04/26/2011	⚠	⚠	⚠	LOWDER, KRISTI
05/21/2014	✔	✘	✘	BOWE, CHRISTOPHER
06/06/2017	✔	✔	✔	BOWE, CHRISTOPHER

LUST Events

LUST ID	Confirmed Release	Cleanup Complete	Enforcement Effective	Enforcement Termination	EC	Delete
86	08/04/1997	01/18/2002	04/30/1998	07/11/2003	No	
1313	03/14/2000	09/12/2000	03/14/2000	08/31/2000	No	
1417	06/28/2007	09/19/2007	06/26/2007	09/20/2007	No	
2111	12/20/2011	08/29/2017	12/20/2011	08/29/2017	No	

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Department of Environmental Quality Underground Storage Tank Database

- Search UST/LUST Database
- Operator Training
- View UST/LUST Reports

Facility Description

Facility Id * <input type="text" value="3-010344"/>	Facility Name * <input type="text" value="AIR VAN NORTH AMERICA"/>	Edited By <input type="text" value="UT"/>
Address Line 1 * <input type="text" value="7735 FRIEDLY DR"/>	Address Line 2 <input type="text"/>	Facility Status Closure
Facility City * <input type="text" value="BOISE"/>	Facility Zip * <input type="text" value="83704"/>	Facility Phone <input type="text"/>
Facility Latitude <input type="text" value="43.57217"/>	Facility Longitude Map... <input type="text" value="-116.19543"/>	Date Certified <input type="text" value="03/18/1986"/>
Facility Type <input type="text" value="Not Listed"/>	Owner Type * <input type="text"/>	Within 1000 feet of a drinking water source? * Yes <input type="text"/>

Contacts Active Contacts Only

Contact Name	Contact Type	Trained Date	Start Date	End Date	Delete
DON STILLWAUGH	Manager		03/18/1986		
PRICE DEVELOPMENT CO	Owner		03/18/1986		

Financial Responsibility

Tanks Display Closed Tanks

Tank #	Capacity	Status	Substance	Tank Material	Date Installed	ATG#	Delete
3-010344*1	5000	Permanently Out of Use	Regular Gasoline	Asphalt Coated or Bare Steel	01/01/1974		

Pipes Display Inactive Pipes

Dispensers Display Inactive Dispensers

Inspection List

LUST Events

[Contact DEQ](#) [Idaho.gov](#)

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Department of Environmental Quality Underground Storage Tank Database

- Search UST/LUST Database
- Operator Training
- View UST/LUST Reports

Facility Description

Facility Id *	Facility Name *	Edited By
3-010475	JACKSONS FOOD STORE #87	cbowe
Address Line 1 *	Address Line 2	Facility Status
2581 BROADWAY		Active
Facility City *	Facility Zip *	Facility Phone
BOISE	83706	
Facility Latitude	Facility Longitude Map...	Date Certified
43.57951	-116.19413	08/07/2003
Facility Type	Owner Type *	Within 1000 feet of a drinking water source? *
Gas Station		Yes <input type="checkbox"/>

Contacts Active Contacts Only

Contact Name	Contact Type	Trained Date	Start Date	End Date	Delete
Andrew Marvin	Class A Operator	12/13/2018	12/13/2018		
Andrew Marvin	Class B Operator	12/13/2018	12/13/2018		
Evan Gill	Class A Operator	02/17/2020	02/17/2020		
Evan Gill	Class B Operator	02/17/2020	02/17/2020		
JACK DAVIS	Compliance Certifier		08/07/2003		
JACKSONS FOOD STORES	Owner		08/07/2003		
JACKSONS FOOD STORES	Billing Contact		08/30/2017		
Leroy Tucker	Class B Operator	01/21/2019	01/21/2019		
Richard Wright	Class A Operator	10/03/2007	10/03/2007		
Richard Wright	Class B Operator	10/03/2007	10/03/2007		

Financial Responsibility

Type	Expiration Date	Delete
State Fund	07/01/2018	

Tanks Display Closed Tanks

Tank #	Capacity	Status	Substance	Tank Material	Date Installed	ATG#	Delete
3-010475*2	10000	Currently In Use	E10 Premium	Cathodically Protected Steel (Galvanic)	01/01/1990		
3-010475*4	6000	Currently In Use	Diesel	Cathodically Protected Steel (Galvanic)	01/01/1990		
3-010475*1M	10000	Currently In Use	E10 Regular	Cathodically Protected Steel (Galvanic)	01/01/1990		
3-010475*3M	10000	Currently In Use	E10 Regular	Cathodically Protected Steel (Galvanic)	01/01/1990		

Pipes Display Inactive Pipes

Description	Status	Pipe Type	Pipe Material	Date Installed	Delete
1M	Active	Pressurized	Fiberglass Reinforced Plastic	01/01/1990	
2	Active	Pressurized	Fiberglass Reinforced Plastic	01/01/1990	
4	Active	Pressurized	Fiberglass Reinforced Plastic	01/01/1990	

Dispensers Display Inactive Dispensers

Local Description	Sump Containment	Flex Connector CP Type	Start Date	End Date	Delete
1&3	Contained - Single Walled	Isolated	01/01/1990		
10&12	Contained - Single Walled	Isolated	01/01/1990		
2&4	Contained - Single Walled	Isolated	01/01/1990		
5&7	Contained - Single Walled	Isolated	01/01/1990		
6&8	Contained - Single Walled	Isolated	01/01/1990		
9&11	Contained - Single Walled	Isolated	01/01/1990		

Inspection List

UST/LUST

Inspection Date	Prevention	Detection	Total	Inspector
08/27/2009	✓	✗	✗	BOWE, CHRISTOPHER
05/18/2012	✓	✓	✓	BOWE, CHRISTOPHER
03/04/2015	✓	✓	✓	BOWE, CHRISTOPHER
02/15/2018	✓	✓	✓	BOWE, CHRISTOPHER

LUST Events

LUST ID	Confirmed Release	Cleanup Complete	Enforcement Effective	Enforcement Termination	EC	Delete
1991	09/30/2011	01/09/2012			No	

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APPENDIX E – COST ESTIMATE

Estimate of Cost
 Broadway/Federal Way Pedestrian Improvements
 Northbound Alternative
 12/3/2020

Item Number	Description	Units	Quantity	Unit Price	Amount
	Clearing and Grubbing	AC	1	\$ 5,000.00	\$ 5,000.00
	Removal of Concrete	SY	380	\$ 20.00	\$ 7,600.00
	Removal of Tree	EA	8	\$ 1,000.00	\$ 8,000.00
	Fire Hydrant Relocation	EA	1	\$ 3,000.00	\$ 3,000.00
	Land Scaping Repair	LS	1	\$ 15,000.00	\$ 15,000.00
	Traffic Signal Pole Relocation	EA	1	\$ 10,000.00	\$ 10,000.00
	Light Pole Relocation	EA	6	\$ 5,000.00	\$ 30,000.00
	Utility Box Relocation	EA	1	\$ 5,000.00	\$ 5,000.00
	Excavation	CY	900	\$ 40.00	\$ 36,000.00
	Storm Drainage	LS	1	\$ 30,000.00	\$ 30,000.00
	Pedestrian Ramp w/Detectable Warning Domes	EA	5	\$ 4,000.00	\$ 20,000.00
	Concrete Barrier	LF	1980	\$ 150.00	\$ 297,000.00
	6" - 3/4" Crushed Aggregate for Base Type 1	CY	470	\$ 40.00	\$ 18,800.00
	2.5" - Plant Mix Pavement	TON	430	\$ 100.00	\$ 43,000.00
	Pedestrian Signal System	LS	1	\$ 15,000.00	\$ 15,000.00
	Construction Traffic Control	LS	1	\$ 17,000.00	\$ 17,000.00
	Thermoplastic Pavement Markings	LS	1	\$ 5,000.00	\$ 5,000.00
	Relocate Sign	EA	2	\$ 1,000.00	\$ 2,000.00
	Mobilization	LS	1	\$ 69,000.00	\$ 69,000.00
	Construction Surveying	LS	1	\$ 18,000.00	\$ 18,000.00
	Project Quality Control	LS	1	\$ 34,000.00	\$ 34,000.00
				Est. Const. Total:	\$ 689,000.00
				Contingency	20% \$ 138,000.00
				Const. Eng. Consultant (CC)	15% \$ 104,000.00
				Const Eng.	5% \$ 35,000.00
				Design Engineering	17% \$ 118,000.00
				Right of Way	\$ 100,000.00
				Total	\$ 1,184,000.00

Estimate of Cost
 Broadway/Federal Way Pedestrian Improvements
 Southbound Alternative
 12/3/2020

Item Number	Description	Units	Quantity	Unit Price	Amount
	Clearing and Grubbing	AC	1	\$ 5,000.00	\$ 5,000.00
	Removal of Concrete	SY	320	\$ 20.00	\$ 6,400.00
	Removal of Tree	EA	12	\$ 1,000.00	\$ 12,000.00
	Land Scaping Repair	LS	1	\$ 15,000.00	\$ 15,000.00
	Traffic Signal Pole Relocation	EA	2	\$ 10,000.00	\$ 20,000.00
	Light Pole Relocation	EA	6	\$ 5,000.00	\$ 30,000.00
	Power Pole Relocation	EA	5	\$ 10,000.00	\$ 50,000.00
	Utility Box Relocation	EA	4	\$ 5,000.00	\$ 20,000.00
	Excavation	CY	1450	\$ 40.00	\$ 58,000.00
	Storm Drainage	LS	1	\$ 30,000.00	\$ 30,000.00
	ADA Ramp Reconstruction at Jack in the Box	EA	1	\$ 10,000.00	\$ 10,000.00
	Pedestrian Ramp w/Detectable Warning Domes	EA	6	\$ 4,000.00	\$ 24,000.00
	Concrete Barrier	LF	1970	\$ 150.00	\$ 295,500.00
	6" - 3/4" Crushed Aggregate for Base Type 1	CY	470	\$ 40.00	\$ 18,800.00
	2.5" - Plant Mix Pavement	TON	420	\$ 100.00	\$ 42,000.00
	Construction Traffic Control	LS	1	\$ 20,000.00	\$ 20,000.00
	Thermoplastic Pavement Markings	LS	1	\$ 5,000.00	\$ 5,000.00
	Relocate Sign	EA	5	\$ 1,000.00	\$ 5,000.00
	Mobilization	LS	1	\$ 81,000.00	\$ 81,000.00
	Construction Surveying	LS	1	\$ 21,000.00	\$ 21,000.00
	Project Quality Control	LS	1	\$ 40,000.00	\$ 40,000.00
				Est. Const. Total:	\$ 809,000.00
				Contingency	20% \$ 162,000.00
				Const. Eng. Consultant (CC)	15.0% \$ 122,000.00
				Const Eng.	5.0% \$ 41,000.00
				Design Engineering	17% \$ 138,000.00
				Right of Way	\$ 100,000.00
				Total	\$ 1,372,000.00