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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 1.3 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’ of prescriptive ROW. 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 Bureau of Reclamation (BOR) would need to authorize the project along a section of Orchard Avenue due to existing agreements and land ownership within that area. Representatives with the BOR are aware of the proposed project and would continue to be involved as the project moves forward.

The preliminary construction estimate is $1.78 million; 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. Since engineering for FLAP projects is typically conducted in-house by Western Federal Lands, there are currently no engineering costs reflected in the cost estimate. Design is typically 15% of the construction costs, and construction engineering and inspection is typically 15-20% of the construction costs.
PROJECT DESCRIPTION

The proposed project will widen both Indiana Avenue and Orchard Avenue by 4’ 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, 18’ long bridge over the Burris Canal will be replaced with a wider (approx. 50’) precast bridge structure that will provide additional width for cyclists and pedestrians. The unofficial parking area at ‘Murphy’s Neck’ 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 2 – Project Map and Appendix A – Concept Plan & Cost Estimate.

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 and 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), 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, ADA ramps, and lighting, 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 3 – Average Annual Daily Traffic (2016).

According to ITD crash data, 345 crashes occurred within the project vicinity 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 project vicinity, 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 project vicinity. 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 4 – Crashes (2011-2016).

**DESTINATIONS AND ATTRACTIONS**

As shown on the Vicinity Map and Project Map, the proposed shared-use roadway would provide several properties adjacent to both Orchard Avenue and Indiana Avenue direct access to extensive recreation areas provided by both Canyon County and the Lake Lowell area. The proposed pathway would provide for the continuance of a full loop trail that would encompass all of Lake Lowell. 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.

**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 high speeds along Orchard and Indiana Avenue, this is not a comfortable environment for most 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 pathway, 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 2 – Project Map, the shared roadway connection will enhance circulation to the existing pathway system, as well as planned linkages.

**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 2 – Project Map, the Byway route runs along the west side of the Refuge, west of the project area. With the upcoming addition of Byway wayfinding signage along the route directing visitors to key bicycle routes, including the Indiana Avenue and Orchard Avenue route, will draw more visitors 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 and have a positive impact on the environment. 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.
Figure 3 – Average Annual Daily Traffic (2016)
ALTERNATIVES
ALIGNMENT ALTERNATIVES

The following two alternatives were evaluated regarding the roadway alignment:

1. **All-widening (4’ on one side)** – shoulder widening (4’) 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 5 – 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 5 – Typical Section with Shifted Crown Point](image)

2. **Equal-widening (2’ on each side)** – shoulder widening (2’) 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 6 – Typical Section with No Crown Point Shift.

   ![Figure 6 – Typical Section with No Crown Point Shift](image)
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. A minimum span length of approximately 20’ to 25’ is necessary to meet a minimum 1’ freeboard requirement and reduce the amount of debris collecting on the upstream side of the bridge.

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’ of prescriptive ROW. 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 Bureau of Reclamation (BOR) would need to authorize the project along a section of Orchard Avenue due to existing agreements and land ownership within that area (see Figure 7 – Bureau of Reclamation Ownership). The red line depicts these areas. Representatives with the BOR are aware of the proposed project and would continue to be involved as the project moves forward.

*Figure 7 – Bureau of Reclamation Ownership*

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 & Cost Estimate (shows property lines, easements and property owners) and Appendix C – Bureau of Reclamation Property Information. Note: due to file size, the recorded documents, surveys and plans reviewed have been provided electronically.
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, south of the project area. 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.
Figure 8 – Environmental Resources (from the Lake Lowell Area Bicycle and Pedestrian Access Plan)

[Map with various environmental resources marked, including shoreline and emergent vegetation, areas immediately adjacent to historic grove colonies and human activity, long-standing areas that have been closed to the public for decades, and areas immediately adjacent to a wetland area that is heavily used by migrating waterfowl and hunters.]

Increases in cycling and pedestrian use will likely degrade hunting experiences, areas may be near heavily contaminated sites, and increases in cycling and pedestrian use will likely degrade hunting experiences.

Area immediately adjacent to farming operation that successfully attracts and feeds large concentrations of migrating waterfowl.
PUBLIC INVOLVEMENT PLAN

A Draft Public Involvement Plan (PIP) has been 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 $1.78 million. Once a geotechnical investigation occurs, cost savings could potentially be realized if it is determined that there are any areas along Orchard Avenue with sufficient base. Since engineering for FLAP projects is typically conducted in-house by Western Federal Lands, there are currently no engineering costs reflected in the cost estimate. Design is typically 15% of the construction costs, and construction engineering and inspection is typically 15-20% of the construction costs. 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.

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.

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. In-kind contributions of labor/staff time may be included in the project match. Agencies are encouraged to use this program to leverage local funds and/or federal funds.

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 PIP.

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 applications will be due sometime in spring 2019, with notices and webinars occurring prior to that in the fall/winter of late 2018/early 2019. Once the project is selected for FLAP funding, it typically takes 2-3 years to complete, depending on readiness, timing and available funds.

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**Public Involvement Schedule Legend (**)**
PO – Property Owner Outreach
KS – Key Stakeholder Outreach
PR – Press Release

**Construction Schedule Legend (**)**
BR – Bridge work
SR – Shared roadway work
AGENCIES CONSULTED

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cnolan@usbr.gov
CONCEPT PLAN & COST ESTIMATE

INDIANA AVENUE AND ORCHARD AVENUE SHARED ROADWAY
EXISTING TYPICAL SECTION

SCALE 1/8"=

ORCHARD AVENUE PROPOSED TYPICAL SECTION

SCALE 1/8"

PROPOSED TYPICAL SECTION (CUT)

SCALE 1/8"
REUSE OF DRAWINGS

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### Indiana Avenue & Orchard Avenue Preliminary Construction Estimate

Canyon Highway District #4

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<td>9.7</td>
<td>$3,000.00</td>
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<td>$29,029</td>
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<td>2</td>
<td>202-005A Selective Rem of Tree</td>
<td>1</td>
<td>$5,000.00</td>
<td>Each</td>
<td>$5,000</td>
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<tr>
<td>3</td>
<td>202-015A Rem of Bituminous Surf</td>
<td>3500</td>
<td>$5.00</td>
<td>SY</td>
<td>$17,500</td>
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<td>4</td>
<td>203-020A Rem of Bridge</td>
<td>1</td>
<td>$25,000.00</td>
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<td>5</td>
<td>203-075A Remove Fence</td>
<td>1500</td>
<td>$5.00</td>
<td>LF</td>
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<td>6</td>
<td>203-105A Remove Irrigation Structure</td>
<td>2</td>
<td>$1,000.00</td>
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<td>7</td>
<td>205-005A Excavation</td>
<td>15366</td>
<td>$15.00</td>
<td>CY</td>
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<td>8</td>
<td>205-071A Exc. &amp; Soft Spot Repair</td>
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<td>9</td>
<td>212-011A Fiber Wattles</td>
<td>10538</td>
<td>$3.00</td>
<td>FT</td>
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<td>10</td>
<td>301-005A Granular Sub Base</td>
<td>3671</td>
<td>$15.00</td>
<td>Ton</td>
<td>$55,065</td>
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<td>11</td>
<td>303-022A 3/4&quot; Agg for Base, Ty B</td>
<td>19610</td>
<td>$18.00</td>
<td>Ton</td>
<td>$352,980</td>
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<td>12</td>
<td>401-020A CSS-1 Dil Emul Asph for Tack</td>
<td>265</td>
<td>$3.00</td>
<td>Gal</td>
<td>$795</td>
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<td>13</td>
<td>405-245A Approach</td>
<td>60</td>
<td>$1,000.00</td>
<td>Each</td>
<td>$60,000</td>
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<tr>
<td>14</td>
<td>405-435A Superpave HMA w/Asph &amp; Ad</td>
<td>2324</td>
<td>$90.00</td>
<td>Ton</td>
<td>$209,160</td>
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<td>15</td>
<td>602-045A Culverts (24&quot;)</td>
<td>254</td>
<td>$60.00</td>
<td>LF</td>
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<tr>
<td>16</td>
<td>608-045A 24&quot; Apron for Pipe</td>
<td>16</td>
<td>$600.00</td>
<td>Each</td>
<td>$9,600</td>
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<tr>
<td>17</td>
<td>604-045A 24&quot; Irr Pipe</td>
<td>335</td>
<td>$80.00</td>
<td>LF</td>
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<td>18</td>
<td>609-025A Minor Structure</td>
<td>2</td>
<td>$5,000.00</td>
<td>Each</td>
<td>$10,000</td>
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<tr>
<td>19</td>
<td>610-015A Fence TY 1B</td>
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<td>LF</td>
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<td>20</td>
<td>610-250A Braces</td>
<td>6</td>
<td>$275.00</td>
<td>Each</td>
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<tr>
<td>21</td>
<td>616-010A Signs Ty B</td>
<td>108</td>
<td>$18.00</td>
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<tr>
<td>22</td>
<td>616-050A STL Sign Post FY E</td>
<td>360</td>
<td>$5.00</td>
<td>LB</td>
<td>$1,800</td>
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<tr>
<td>23</td>
<td>621-010A Seeding</td>
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<td>$850.00</td>
<td>Acre</td>
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<td>24</td>
<td>621-015A Mulching</td>
<td>9.7</td>
<td>$1,500.00</td>
<td>Acre</td>
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<td>25</td>
<td>621-035A Fertilizing</td>
<td>9.7</td>
<td>$500.00</td>
<td>Acre</td>
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<td>26</td>
<td>626-010A Const Sign</td>
<td>576</td>
<td>$6.00</td>
<td>SF</td>
<td>$3,456</td>
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<tr>
<td>27</td>
<td>626-040A Barricade Ty III</td>
<td>8</td>
<td>$150.00</td>
<td>Each</td>
<td>$1,200</td>
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<td>28</td>
<td>626-050A Drums</td>
<td>120</td>
<td>$18.00</td>
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<td>29</td>
<td>626-105A Traffic Control Maintenance</td>
<td>250</td>
<td>$50.00</td>
<td>HR</td>
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<td>30</td>
<td>634-005A Mailbox</td>
<td>24</td>
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<tr>
<td>31</td>
<td>S209- Ditch</td>
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<tr>
<td>32</td>
<td>S610- Remove &amp; Reset Fence (Vinyl)</td>
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<td>S900- Pav Marking</td>
<td>73763</td>
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<td>LF</td>
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<td>34</td>
<td>S900- Pav Marking Thermoplastic</td>
<td>960</td>
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<td>SF</td>
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<td>35</td>
<td>S605- Adjust Manhole</td>
<td>2</td>
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<td>Each</td>
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<td>36</td>
<td>S600- Adjust Valve</td>
<td>1</td>
<td>$600.00</td>
<td>Each</td>
<td>$600</td>
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<tr>
<td>37</td>
<td>S501- Bridge (precast 20'x50')</td>
<td>1000</td>
<td>$150.00</td>
<td>SF</td>
<td>$150,000</td>
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**Estimated Construction Cost:** $1,774,821

**Rounded Up:** $1,780,000
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"

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.


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

<table>
<thead>
<tr>
<th>Bridge ID number: 3025A1</th>
<th>Location: E 240' Riverside</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Name: Orchard Ave</td>
<td>Latitude: 43d 35' 46.5&quot;</td>
</tr>
<tr>
<td>Waterway: Burris Lateral</td>
<td>Longitude: 116d 43' 19.5&quot;</td>
</tr>
</tbody>
</table>

### 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

### 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

### 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
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
<table>
<thead>
<tr>
<th><strong>PROPERTY INFORMATION</strong></th>
<th></th>
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<tbody>
<tr>
<td><strong>DOC_ID:</strong></td>
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<tr>
<td><strong>PARCEL_ID:</strong></td>
<td>PSE0679</td>
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<tr>
<td><strong>AREA_TRACT_ID:</strong></td>
<td>00042534002300</td>
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<tr>
<td><strong>TOWNSHIP/RANGE:</strong></td>
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</tr>
<tr>
<td><strong>VENDOR:</strong></td>
<td>Canyon County</td>
</tr>
<tr>
<td><strong>DEED DATE:</strong></td>
<td>2/4/1969</td>
</tr>
<tr>
<td><strong>DEED TYPE:</strong></td>
<td>OUTGRANT</td>
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<td><strong>DEED INSTRUMENT NUMBER:</strong></td>
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<td><strong>CONTRACT NUMBER:</strong></td>
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<tr>
<td><strong>CONTRACT DATE:</strong></td>
<td>2/4/1969</td>
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<tr>
<td><strong>CONTRACT INSTRUMENT NO.:</strong></td>
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<tr>
<td><strong>FOLDER INFO:</strong></td>
<td>LND 3.00 FLDR# 1148250</td>
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<td><strong>COMMENTS:</strong></td>
<td>Canyon County roads easement. Covers 2N2W, 2N3W, 3N3W.</td>
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<td><strong>PARCEL INFORMATION</strong></td>
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<td>Canyon County roads easement. Covers 2N2W, 2N3W, 3N3W.</td>
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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: ☒ OUTGRANT
☐ FEE
☐ EASE
☐ DISPOSAL
☐ 1890-U
☐ 1890-D
☐ DMG LINE
☐ 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.
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

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 admini-
stered 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
RECORD OF EXECUTION OF CONTRACT

Contractor: Canyon County, Idaho
Contract No.: 14-06-100-6457
Date of contract: February 4, 1969
Estimated amount involved: $75,000
Purpose: Retain at right of way, for County road in Lake Lowell area.
Remarks: 

Place: Boise, Idaho
Date: February 3, 1969

1. Contract transmitted to Field Solicitor for legal approval.

2. Contract given legal approval.

3. Contract executed and transmitted to the following:

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

Acting Regional Supervisor of Irrigation

FEB 4 1969

Robert J. Van Uden
For the Field Solicitor
RECORD OF EXECUTION OF CONTRACT

Contractor: Canyon County, Idaho
Contract No.: 12-06-100-6437
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.

ACTING
Regional Supervisor
of Irrigation

Place: Boise, Idaho
Date: Feb 4, 1969

2. Contract given legal approval.

Robert J. Van Valden
For the Field Solicitor

3. Contract executed and transmitted to the following:

Original contract -
Reg. Dir., Boise (Attn: 360 for GAO site audit)
and Project Superintendent, Boise, Idaho

Duplicate original to contractor
Bureau of Sport Fisheries & Wildlife, Portland (3)
Bureau of Sport Fisheries & Wildlife,
Deer Flat Refuge, Nampa, Idaho
Boise Project Board of Control, Boise, Idaho
RO, Attn: 400
NOW, THEREFORE, in consideration of the mutual covenants and stipulations hereinafter set forth, the parties agree as follows:

4. The United States, 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 said Arrowrock Project. Said lands shall be located in Canyon County, Idaho, and

3. WHEREAS, the Grantee desires to utilize portions of such lands 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\(^\frac{1}{4}\)
   Sec. 18, N\(_{\frac{1}{2}}\)NE\(_{\frac{1}{2}}\)

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

   T. 3 N., R. 3 W.
   Sec. 16, SW\(_{\frac{1}{2}}\)
   Sec. 17, S\(_{\frac{1}{2}}\)
   Sec. 19, NE\(_{\frac{1}{2}}\)NE\(_{\frac{1}{2}}\)
   Sec. 20, NW\(_{\frac{1}{2}}\)NW\(_{\frac{1}{2}}\)
   Sec. 22, NE\(_{\frac{1}{2}}\)NW\(_{\frac{1}{2}}\)
   Sec. 26, S\(_{\frac{1}{2}}\)
   Sec. 29, S\(_{\frac{1}{2}}\)
   Sec. 30, E\(_{\frac{1}{2}}\)NW\(_{\frac{1}{2}}\), N\(_{\frac{1}{2}}\)SE\(_{\frac{1}{2}}\)
   Sec. 32, NE\(_{\frac{1}{2}}\)NE\(_{\frac{1}{2}}\)
   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 what-
soever 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 Con-
tracting 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 dis-
      continuance 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. Moore
Acting Regional Director, Region I
Bureau of Reclamation
Department of the Interior

CANYON COUNTY, STATE OF IDAHO

By Fred W. Meichol
Commissioner, Chairman

By Walter Ing
Clerk

Attest:

By C.W. Vandale
Commissioner

By Ira L. Craven
Commissioner

We concur:

BOISE PROJECT BOARD OF CONTROL

By Isaac Blechina
Chairman, Board of Control
Boise, Idaho

Dated 1-8-69

We Concur:

BUREAU OF SPORT FISHERIES & WILDLIFE

By Henry Rood
Acting Regional Director, Region I
Portland, Oregon

Dated 1-30-69
STATE OF IDAHO  
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.

[Signature]
Notary Public in and for the State of Idaho Residing at Boise My commission expires: 6-10-71

(SEAL)

STATE OF IDAHO  
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.

[Signature]
Notary Public in and for the State of Idaho Residing at: Caldwell, Idaho My commission expires: 1972

(SEAL)
Equal Employment Opportunity

a. During the performance of this contract, 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 232 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 234 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 237 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.
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.
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.

Map created by: Middle Snake Field Office
Date: 4/6/2018
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.

Map created by: Middle Snake Field Office
Date: 4/6/2018
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.

<table>
<thead>
<tr>
<th>Project Type/Scope of Work (i.e., landscaping, bike/pedestrian path, etc.)</th>
<th>Project Name/Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike/Pedestrian Shared Use Path</td>
<td>Orchard Avenue and Indiana Avenue Shared Roadway, Canyon County</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>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?</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Explain:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Traffic - Does the project add traffic lanes or traffic capacity?</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Explain:</td>
<td>The proposed project will only widen the roadway enough to make space for a bicycle and pedestrian path outlining the roadway.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ground Disturbance - Does the project disturb more than one acre of land?</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Explain:</td>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stormwater - Where does the water (rain, snowmelt) from this project area drain?</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑ Sheet flows to surface waters (canal, stream, lake)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>☑ Conveyed by ditch or pipe to surface waters</td>
<td></td>
<td></td>
</tr>
<tr>
<td>☑ Storm Sewer System (Municipal system)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>☑ Infiltrate in Place (retention pond or topography with no drainage outlet [low area])</td>
<td></td>
<td></td>
</tr>
<tr>
<td>☑ Other – if none of the above conditions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Explain:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Surface Waters - Does the project site contain any boggy, swampy, or wetland areas?</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the project impact (fill or temporarily impact) any wetland, stream, lake or other water body?</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Explain:</td>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>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?</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Explain:</td>
<td>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):</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• North side of Orchard Avenue, east of Riverside Road</td>
<td></td>
</tr>
</tbody>
</table>
• 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 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

– 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

ITD 0211, Rev. 9-10
<table>
<thead>
<tr>
<th>Printed Name</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>District Environmental Planner</strong></td>
</tr>
<tr>
<td>Signature</td>
<td>Date</td>
</tr>
</tbody>
</table>
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.
In Reply Refer To:
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.


Selkirk Mountains Woodland Caribou (*Rangifer tarandus Caribou*) - Proposed November 30, 2011.
Counties: Bonner and Boundary Counties.

Printable Maps: [http://www.fws.gov/idaho/home/Map1_sub1_150.pdf](http://www.fws.gov/idaho/home/Map1_sub1_150.pdf)
GIS Data: (None Currently Available)
KML for Google Earth: (None Currently Available)


GIS Data: [http://criticalhabitat.fws.gov/docs/crithab/zip/bulltrout.zip](http://criticalhabitat.fws.gov/docs/crithab/zip/bulltrout.zip)

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

Printable Maps: (None Currently Available)
KML for Google Earth: (None Currently Available)


Printable Maps: [http://www.fws.gov/idaho/Lepidium.html](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.
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
- 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.

NEW 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.