



**BOARD  
OF  
COMMISSIONERS  
MEETING  
January 18, 2022**

**CAPITAL CITY DEVELOPMENT CORPORATION**

Board of Commissioners Meeting  
Conference Room, Fifth Floor, 121 N. 9<sup>th</sup> Street  
January 18, 2022, 12:00 p.m.

All Commissioners will attend virtually.  
Virtual attendance is strongly encouraged.

Watch Live at <https://ccdcboise.com/the-agency/board-of-commissioners/>

**A G E N D A**

**I. CALL TO ORDER** ..... Chair Zuckerman

**II. ACTION ITEM: AGENDA CHANGES/ADDITIONS** ..... Chair Zuckerman

**III. WORK SESSION**

A. Consider commencing the process for an amendment to the River Myrtle/Old Boise-URD to extend the boundary of the River Myrtle/Old Boise project area pursuant to Idaho Code Section 50-2033 (10 minutes)  
..... Zach Piepmeyer/Doug Woodruff

B. ParkBOI Update (5 minutes) ..... Matt Edmond

**IV. ACTION ITEM: CONSENT AGENDA**

A. Expenses  
1. Approval of Paid Invoice Report - December 2021

B. Minutes and Reports  
1. Approval of December 13, 2021 Meeting Minutes

C. Other  
1. Approve Resolution 1738 - Change Order 1 Authorizing Additional Contingency for the Main & Fairview Transit Station Project  
2. Approve Resolution 1739 - 1700 W Main Street - 17<sup>th</sup> and Main - T1 Participation Agreement

**V. ACTION ITEM**

A. CONSIDER: Election of Board Officers - Chair, Vice-Chair, and Secretary/Treasurer (5 minutes)  
..... Chair Zuckerman

B. CONSIDER: 9th Street and Bannock Street Intersection Geothermal Repairs - Type 4 Participation Program Designation (10 minutes)..... Karl Woods/Jon Gunnerson, City of Boise

C. CONSIDER: 1103 W. Lee St. - 11<sup>th</sup> and Lee - Type 4 Participation Program Designation (5 minutes)  
..... Alexandra Monjar

D. CONSIDER: 951 E Gowen Rd - Red River Logistics and Commerce Centers - Type 2 Participation Program Designation (10 minutes)..... Alexandra Monjar

E. CONSIDER: Set March 14, 2022 as the Public Meeting Date to Consider Parking Rate Adjustments (10 minutes) ..... Matt Edmond

## **VI. ADJOURN**

*This meeting will be conducted in compliance with the Idaho Open Meetings Law. Consistent with COVID-19 guidance from the Centers for Disease Control and Prevention (CDC), attendees will be required to completely cover their nose and mouth with a mask (limited exemptions may apply). Interested members of the public are welcome and are encouraged to attend virtually via the Watch Live link above. Due to limited seating in-person attendees may be required to wait outside the meeting room once the meeting room capacity is reached.*

*This meeting is being conducted in a location accessible to those with physical disabilities. Participants may request reasonable accommodations, including but not limited to a language interpreter, from CCDC to facilitate their participation in the meeting. For assistance with accommodation, contact CCDC at 121 N 9th St, Suite 501 or (208) 384-4264 (TTY Relay 1-800-377-3529).*



# **III. WORK SESSION**





# **IV. CONSENT AGENDA**



## Paid Invoice Report

For the Period: 12/1/2021 through 12/31/2021

Payee	Description	Payment Date	Amount
<b>Debt Service:</b>			
Bank of America	2011 B Bond principal - early payoff	12/1/2021	3,780,000.00
Bank of America	2011 B Bond interest - early payoff	12/1/2021	137,099.92
Zions Bank	2017 A Bond principal - early payoff	12/1/2021	5,655,000.00
Zions Bank	2017 A Bond interest - early pay off	12/1/2021	32,799.00
Zions Bank	2017 A Bond principal - early payoff	12/1/2021	2,280,000.00
Zions Bank	2017 A Bond interest - early payoff	12/1/2021	16,074.00
Total Debt Payments:			11,900,972.92
<b>Payroll:</b>			
PERSI	Retirement Payment	12/1/2021	26,729.70
EFTPS - IRS	Federal Payroll Taxes	12/1/2021	18,288.88
Idaho State Tax Commission	State Payroll Taxes	12/1/2021	2,832.00
CCDC Employees	Direct Deposits Net Pay	12/1/2021	44,091.80
PERSI	Retirement Payment	12/15/2021	20,219.09
EFTPS - IRS	Federal Payroll Taxes	12/15/2021	14,114.16
Idaho State Tax Commission	State Payroll Taxes	12/15/2021	2,198.00
CCDC Employees	Direct Deposits Net Pay	12/15/2021	37,959.91
PERSI	Retirement Payment	12/29/2021	19,353.37
EFTPS - IRS	Federal Payroll Taxes	12/29/2021	12,566.56
Idaho State Tax Commission	State Payroll Taxes	12/29/2021	1,900.00
CCDC Employees	Direct Deposits Net Pay	12/29/2021	34,173.96
Idaho Dept. of Labor	Q4 2021 SUTA payment	12/29/2021	107.35
Total Payroll Payments:			234,534.78
<b>Checks and ACH</b>			
Various Vendors	Check and ACH Payments (See Attached)	December 2021	666,614.07

**Total Cash Disbursements: \$ 12,802,121.77**

*I have reviewed and approved all cash disbursements in the month listed above.*

Joey Chen  
Finance Director

Jan 4, 2022  
Date

John Brunelle  
Executive Director

Jan. 4, 2022  
Date

## Report Criteria:

Detail report type printed

Vendor Number	Name	Invoice Number	Description	Invoice Date	Amount	Check Number	Check Issue Date
4182	A. W. Rehn & Assoc Inc	IN000015301	COBRA Notice	10/31/2021	25.00	64090	12/21/2021
	Total 4182:				25.00		
4136	Abbey Louie LLC	244	Management Training FY2	11/30/2021	4,000.00	12259	12/22/2021
	Total 4136:				4,000.00		
3871	ABC Stamp Signs & Award	0554396	Name plate & holder-Steve	10/31/2021	25.85	64091	12/21/2021
	Total 3871:				25.85		
4082	Acme Fast Freight	1600009169	11th & Front garage CAM e	12/01/2021	2,014.50	12260	12/22/2021
	Total 4082:				2,014.50		
1058	Ada County Highway Distri	16877	2020 Downtown Boise Impl	11/30/2021	3,452.93	64092	12/21/2021
	Total 1058:				3,452.93		
4126	Agnew Beck Consulting Inc	9934	Old Boise Blocks on Grove	10/31/2021	3,068.75	12261	12/22/2021
	Total 4126:				3,068.75		
3838	American Fire Protection L	12643	Elevator Inspection	11/23/2021	275.00	64093	12/21/2021
		12665	Monthly pump inspection &	12/01/2021	185.00	64093	12/21/2021
	Total 3838:				460.00		
1316	Blue Cross of Idaho	2130800000	Health Insurance - Dec 202	12/01/2021	25,146.14	64084	12/01/2021
	Total 1316:				25,146.14		
1385	Boise City Utility Billing	1177 DEC20	848 Main St # 0447416001	12/01/2021	8.42	12287	12/27/2021
	Total 1385:				8.42		
4022	Boxcast Inc	B57F3A3-00	storage fees	12/01/2021	26.36	12262	12/22/2021
	Total 4022:				26.36		
3712	Car Park	5TH & FRON	5th & Front Parking Lease	10/31/2021	30,000.00	12272	12/23/2021
		5TH & FRON	5th & Front Parking Rev -	10/31/2021	29,125.00-	12272	12/23/2021
		OCT2021	10th & Front - Grove	10/31/2021	22,087.56	12272	12/23/2021
		OCT2021	9th & Front - City Centre	10/31/2021	35,615.80	12272	12/23/2021
		OCT2021	9th & Main - Eastman	10/31/2021	20,390.76	12272	12/23/2021
		OCT2021	Cap & Main - Cap Terrace	10/31/2021	25,176.03	12272	12/23/2021
		OCT2021	Cap & Myrtle - Myrtle	10/31/2021	17,815.67	12272	12/23/2021
		OCT2021	10th & Front - refunds	10/31/2021	45.00	12272	12/23/2021
		OCT2021	9th & Front - refunds	10/31/2021	170.00	12272	12/23/2021
		OCT2021	9th & Main - Eastman-refu	10/31/2021	163.00	12272	12/23/2021
		OCT2021	Cap & Main - Cap Terrace r	10/31/2021	33.00	12272	12/23/2021
		OCT2021	Cap & Myrtle - Myrtle refun	10/31/2021	30.00	12272	12/23/2021

Vendor Number	Name	Invoice Number	Description	Invoice Date	Amount	Check Number	Check Issue Date
Total 3712:					122,401.82		
1556	Caselle Inc.	112953	Contract support - Dec 202	12/01/2021	840.00	64085	12/01/2021
Total 1556:					840.00		
1595	City of Boise	IL1808	Trash Oct 21 - RMOB	10/31/2021	376.34	64094	12/21/2021
		IL1808	Trash - Oct 21 WS	10/31/2021	185.36	64094	12/21/2021
		IL1808	Trash - Sept 21 RMOB	10/31/2021	378.96	64094	12/21/2021
		IL1808	Trash - Sept WS	10/31/2021	186.65	64094	12/21/2021
Total 1595:					1,127.31		
4116	Civil Survey Consultants In	20015-11	Production Street and Gow	11/29/2021	1,452.00	12273	12/23/2021
		21045-02	Eisenman Interim Improve	11/30/2021	13,436.00	12273	12/23/2021
Total 4116:					14,888.00		
3947	Crane Alarm Service	87693	Fire Alarm System - servic	10/12/2021	417.50	64095	12/21/2021
		89006	Fire Alarm System - Monito	12/01/2021	25.00	64095	12/21/2021
Total 3947:					442.50		
4123	Dana Zuckerman	DEC2021	ULI Chicago Conference O	12/01/2021	131.00	64096	12/21/2021
Total 4123:					131.00		
4151	Desman Inc	D21078	10th & Front Garage Struct	10/31/2021	840.00	12263	12/22/2021
		D21079	10th & Front Garage Struct	10/31/2021	115.57	12263	12/22/2021
		D21079	10th & Front Garage Struct	10/31/2021	332.83	12263	12/22/2021
Total 4151:					1,288.40		
1832	Eide Bailly LLP	EI01244395	Audit FY2021	11/30/2021	22,400.00	12274	12/23/2021
Total 1832:					22,400.00		
1838	Elam & Burke P.A.	193613	Personnel	11/30/2021	1,275.00	12275	12/23/2021
		193614	Units 401/102 Civic Partner	11/30/2021	100.30	12275	12/23/2021
		193615	Parking Matters	11/30/2021	50.30	12275	12/23/2021
		193616	State Street - New URD	11/30/2021	1,186.35	12275	12/23/2021
		193617	Early Bond Redemption	11/30/2021	2,634.75	12275	12/23/2021
		193618	101-0 General	11/30/2021	1,224.45	12275	12/23/2021
		193619	River Myrtle Implement Act	11/30/2021	2,614.00	12275	12/23/2021
		193621	WS District	11/30/2021	2,458.43	12275	12/23/2021
Total 1838:					11,543.58		
4191	Fimbel, Amy	112221 AF	Mileage Reimb	11/22/2021	57.34	12251	12/03/2021
Total 4191:					57.34		
1982	GGLO LLC	0005REV	RMOB Linen Blocks on Gr	10/31/2021	2,210.00	12276	12/23/2021
		0005REV	WS Linen Blocks on Grove	10/31/2021	6,336.75	12276	12/23/2021

Vendor Number	Name	Invoice Number	Description	Invoice Date	Amount	Check Number	Check Issue Date

Vendor Number	Name	Invoice Number	Description	Invoice Date	Amount	Check Number	Check Issue Date
Total 4192:					8,500.00		
3859	Piper Sandler & Co	12012021	2011B Redemption	10/31/2021	1,191.67	64100	12/21/2021
Total 3859:					1,191.67		
2774	Pro Care Landscape Mana	41380	Landscape Maintenance -	11/29/2021	329.00	12281	12/23/2021
		41380	Holiday Lights FY22	11/29/2021	2,405.63	12281	12/23/2021
		41381	Holiday Lights FY22	11/29/2021	1,116.61	12281	12/23/2021
		41382	Holiday Lights FY22	11/29/2021	1,285.73	12281	12/23/2021
		41383	Holiday Lights FY22	11/29/2021	912.73	12281	12/23/2021
		41384	Landscape Maintenance -	11/29/2021	25.00	12281	12/23/2021
		41385	Holiday Lights FY22	11/29/2021	421.58	12281	12/23/2021
Total 2774:					6,496.28		
2798	Quadrant Consulting Inc.	11832	State Street Streetscape (	11/27/2021	640.00	12267	12/22/2021
Total 2798:					640.00		
3896	Rim View LLC	120121 RV	Monthly Rent - Trailhead D	12/01/2021	15,250.00	64086	12/01/2021
Total 3896:					15,250.00		
3796	Scheidt & Bachmann USA I	45991	Oct 2021 Merchant Fees	10/31/2021	843.56	12268	12/22/2021
Total 3796:					843.56		
3542	Security LLC - Plaza 121	120121 SP	Office rent	12/01/2021	14,145.00	64087	12/01/2021
Total 3542:					14,145.00		
3974	Stability Networks Inc.	37728	IT Services - FY2022	11/30/2021	2,915.00	12269	12/22/2021
		37792	AppRiver SecureTide	11/30/2021	89.00	12269	12/22/2021
		37792	Cisco Subscription	11/30/2021	5.84	12269	12/22/2021
		37792	M365 Apps for Business	11/30/2021	148.25	12269	12/22/2021
		37792	Cloud Backup	11/30/2021	495.00	12269	12/22/2021
Total 3974:					3,653.09		
4109	Syringa Networks LLC	20339 DEC2	internet & data	12/01/2021	649.86	64101	12/21/2021
Total 4109:					649.86		
3831	The Land Group Inc.	0147243	Fulton St Improvements, 9t	11/30/2021	8,157.50	12282	12/23/2021
Total 3831:					8,157.50		
4074	The Potting Shed	20022	Interior Plant Maint.	11/30/2021	65.00	64102	12/21/2021
Total 4074:					65.00		
4183	Track Utilities LLC	PO 220004-1	Production & Gowen Rd Ut	11/29/2021	78,464.85	64103	12/21/2021
Total 4183:					78,464.85		

Vendor Number	Name	Invoice Number	Description	Invoice Date	Amount	Check Number	Check Issue Date
3170	Treasure Valley Coffee Inc	2160:079341	Water & Cooler Rental	11/23/2021	106.00	64104	12/21/2021
Total 3170:					106.00		
3233	United Heritage	02014-001 D	Disability insurance - Dec 2	12/01/2021	1,332.16	64105	12/21/2021
Total 3233:					1,332.16		
3835	US Bank - Credit Cards	11.26.2021	Recruitment Expenses	11/26/2021	1,062.00	12250	12/23/2021
		11.26.2021	Voice, data & webhosting s	11/26/2021	1,029.90	12250	12/23/2021
		11.26.2021	Office Supplies	11/26/2021	177.02	12250	12/23/2021
		11.26.2021	Computer & Software	11/26/2021	645.76	12250	12/23/2021
		11.26.2021	Dues & Subscriptions	11/26/2021	1,679.55	12250	12/23/2021
		11.26.2021	Travel & Meeting (non-local	11/26/2021	1,591.09	12250	12/23/2021
		11.26.2021	Personnel Training (Local)	11/26/2021	641.00	12250	12/23/2021
		11.26.2021	Street/District Improvement	11/26/2021	139.90	12250	12/23/2021
		11.26.2021	Banking & Merchant Fees	11/26/2021	79.40	12250	12/23/2021
		11.26.2021	Parking Facilities Improve	11/26/2021	1,987.04	12250	12/23/2021
Total 3835:					9,032.66		
3365	Westerberg & Associates	252	Lobbyist Services	11/30/2021	2,000.00	12270	12/22/2021
Total 3365:					2,000.00		
3374	Western States Equipment	IN001847095	Bldg 8 fire pump inspection	11/23/2021	276.64	64106	12/21/2021
		IN001847132	Bldg 8 generator inspection	11/23/2021	276.64	64106	12/21/2021
Total 3374:					553.28		
3398	Wright Brothers	MAIN & FAIR	Main & Fairview Transit Sta	10/31/2021	49,725.28	12283	12/23/2021
Total 3398:					49,725.28		
3990	Xerox Corporation	014966962	Copier Lease	11/30/2021	280.12	12271	12/22/2021
Total 3990:					280.12		
Grand Totals:					666,614.07		

MINUTES OF MEETING  
BOARD OF COMMISSIONERS  
CAPITAL CITY DEVELOPMENT CORPORATION  
Conference Room, Fifth Floor, 121 N. 9<sup>th</sup> Street  
Boise, ID 83702  
December 13, 2021

**I. CALL TO ORDER:**

Chairman Zuckerman convened the meeting with a quorum at 12:01 p.m.

Present: Chair Dana Zuckerman, Vice Chairman Ryan Woodings, Commissioner John Stevens, Commissioner Gordon Jones, Commissioner Lauren Mclean, and were present at the CCDC physical office location.

Appearing remotely: Commissioner David Bieter, Commissioner Haney-Keith and Commissioner Danielle Hurd

Agency staff members present were: John Brunelle, Executive Director, Zach Piepmeyer, Project Manager - Capital Improvements, Doug Woodruff, Development Director, Alexandra Monjar, Project Manager - Property Development, Joey Chen, Finance & Administration Director, Sarah Jones, Executive Assistant and Agency legal counsel, Ryan Armbruster.

Nick Foster, Kittleson & Associates joined the meeting in person.

Brooke Green, ACHD, joined the meeting remotely.

**II. ACTION ITEM: AGENDA CHANGES/ADDITIONS:**

There were no changes to the agenda.

**III. WORK SESSION**

**A. 8th Street Improvements, State to Franklin - Concept Preview**

Zach Piepmeyer, Project Manager – Capital Improvements, and Nick Foster, Kittleson & Associates, gave a report.

**B. Fulton Street Improvements, 9th to Capitol - Concept Preview**

Zach Piepmeyer, Project Manager – Capital Improvements, gave a report.

**IV. ACTION ITEMS: CONSENT AGENDA**

**A. Expenses**

1. Approval of Paid Invoice Report – November 2021

**B. Minutes and Reports**

1. Approval of November 15, 2021 Meeting Minutes



**C. Other**

1. Approve Resolution 1734 - Memorandum of Understanding: State Street / Idaho 44 Transit Corridor Implementation Coordination
2. Approve Resolution 1732 - Appointment of Board Secretary Pro Tem
3. Approve Resolution 1733 - Records Destruction
4. Approve Consent to Transfer Interests to the Civic Plaza Apartments

Commissioner Woodings made a motion to approve the Consent Agenda.

Commissioner McLean seconded.

7 said Aye, 1 Abstain, motion carried 7-0-1

**V. ACTION ITEMS**

**A. CONSIDER: Appointment of Executive Committee Member**

Chair Zuckerman, gave a report.

Chair Zuckerman moved to elect the Executive Committee member as presented, Commissioner Haney-Keith to replace Commissioner Woodings whose Board term is expiring.

Commissioner Mclean seconded.

All said Aye, motion carried 8-0

**B. CONSIDER: Designate 1700 W Main St. - 17th & Main - Type 1 Participation Program**

Alexandra Monjar, Project Manager - Property Development, gave a report.

Commissioner Woodings moved to direct staff to negotiate a Final Type 1 Participation Agreement with 17th and Main, LLC for future board approval.

Commissioner McLean seconded.

All said Aye, motion carried 8-0

**C. CONSIDER: Approve Resolution 1736 - Block 68 Catalytic Redevelopment Project RFP - Exclusive Right to Negotiate**

Doug Woodruff, Development Director, gave a report.

Commissioner Woodings moved to adopt Resolution 1736 and direct Agency staff to finalize an Exclusive Right to Negotiate with the Edlen & Company Development Team.

Commissioner McLean seconded.

Commissioner Stevens recused himself from consideration of this item.

7 said Aye, 1 Recusal, motion carried 7-0-1

Commissioner Bieter left the meeting at 1:30pm.

**D. CONSIDER: Approve Resolution 1735 - Purchase and Sale Agreement to acquire 521 W. Grove Street, owned by Artiach Properties LP**

Doug Woodruff, Development Director, gave a report.

Commissioner Woodings moved to adopt Resolution 1735 approving the Purchase and Sale Agreement to acquire 521 W. Grove Street, owned by Artiach Properties LP.

Commissioner Mclean Seconded.

All said Aye, motion carried 7-0

**VI. MEETING ADJOURNMENT**

There being no further business to come before the Board, a motion was made by Commissioner Woodings to adjourn the meeting. Commissioner McLean seconded the motion.

All said Aye, motion carried 7-0. The meeting adjourned at 1:34 pm.

ADOPTED BY THE BOARD OF DIRECTORS OF THE CAPITAL CITY DEVELOPMENT CORPORATION ON THE 18th DAY OF JANUARY 2022.

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Dana Zuckerman, Chair

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Lauren McLean, Secretary



## AGENDA BILL

<b>Agenda Subject:</b> Approval of Change Order No. 1 plus Additional Contingency for the Main & Fairview Transit Station Project	<b>Date:</b> January 18, 2022
<b>Staff Contact:</b> Amy Fimbel, Project Manager Kathy Wanner, Contracts Manager	<b>Attachments:</b> 1) Resolution 1738 2) Change Order No. 1
<b>Action Requested:</b> Adopt Resolution 1738 approving Change Order No. 1 and authorizing additional contingency for the Main & Fairview Transit Station Project.	

### Background:

The Agency issued a formal Invitation to Bid for the Main & Fairview Transit Station Project on April 19, 2021, but no bids were received by the May 12, 2021 deadline. Idaho Code 67-2805(2)(a)(viii) provides direction in the event no bids are received stating that the “governing board may procure the goods or services without further competitive bidding procedures”. The Agency reached out to general contractor, Wright Brothers, The Building Company LLC, and Wright Brothers provided a proposal to the Agency for \$718,495, which the Agency Board approved with Resolution 1708 on June 14, 2021. The Agency and Wright Brothers executed the construction agreement on July 12, and construction began August 23.

With approval of Resolution 1708, the Agency Board awarded the contract as well as authorized a 10% Project contingency of \$71,849.50. Agency Board approval is needed today for Change Order No. 1 (\$72,432.64) because it amends the contract total to exceed the 10% Project contingency previously approved with Resolution 1708. Change Order No. 1 directs Wright Brothers to incorporate the Special Provisions dated August 9, 2021 and plan sheets dated August 10, 2021 into the Project, which reflect ACHD requested changes during permitting that were not accounted for during Project bidding. Changes in scope generally include an increase in excavation, addition of 6" minus uncrushed aggregate base, change in pavement markings/green paint, and change from patterned concrete to directional indicators. Furthermore, the existing stormwater pipe size at Main/27th and Main/23rd required a change to 60" manholes rather than the planned 48" manholes. The Project's substantial completion date has increased 98 days due to unforeseen delays related to material availability.

Based on the scope of work still to be completed, current winter weather conditions, a high probability of global supply chain interruption and other unforeseen pandemic-related impacts, the Agency recommends identifying a contingency amount that the Executive Director could use to make quick decisions without requiring additional Board involvement. Agency staff is recommending an additional contingency of \$25,000.

**Fiscal Notes:**

Board adoption of Resolution 1738 will approve Change Order No. 1 in the amount of \$72,432.64. The approved FY2022 project budget has sufficient funds to cover Change Order No. 1 and the additional contingency in the event that expenditure is necessary.

**Staff Recommendation:**

Agency staff recommends the Board adopt Resolution 1738 approving Change Order No. 1 plus the additional contingency of \$25,000 for the Main & Fairview Transit Station Project.

**Suggested Motion:**

I move to adopt Resolution 1738 approving Change Order No. 1 plus additional contingency for the Main & Fairview Transit Station Project.

## RESOLUTION NO. 1738

BY THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO:

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO, APPROVING CHANGE ORDER NO. 1 TO THE CONSTRUCTION AGREEMENT BETWEEN THE AGENCY AND WRIGHT BROTHERS, THE BUILDING COMPANY LLC FOR THE MAIN & FAIRVIEW TRANSIT STATION PROJECT; AUTHORIZING THE AGENCY'S EXECUTIVE DIRECTOR TO EXECUTE CHANGE ORDER NO. 1 TO THE AGREEMENT; AUTHORIZING THE EXPENDITURE OF FUNDS INCLUDING A CONTINGENCY FOR UNFORESEEN EXPENSES; AND PROVIDING AN EFFECTIVE DATE.

THIS RESOLUTION is made on the date hereinafter set forth by the Urban Renewal Agency of Boise City, Idaho, an independent public body, corporate and politic, authorized under the authority of the Idaho Urban Renewal Law of 1965, as amended, Chapter 20, Title 50, Idaho Code, and the Local Economic Development Act, as amended and supplemented, Chapter 29, Title 50, Idaho Code (collectively, the "Act"), as a duly created and functioning urban renewal agency for Boise City, Idaho (hereinafter referred to as the "Agency").

WHEREAS, the City Council of the City of Boise City, Idaho (the "City"), after notice duly published, conducted a public hearing on the 30th Street Area Urban Renewal Plan (the "30th Street Plan"), and following said public hearing, the City adopted its Ordinance No. 6868 on December 4, 2012, approving the 30<sup>th</sup> Street Plan and making certain findings; and,

WHEREAS, the City, after notice duly published, conducted a public hearing on the First Amendment to the 30th Street Plan ("First Amendment to the 30th Street Plan"), and following said public hearing, the City adopted its Ordinance No. 26-18 on July 24, 2018, approving the First Amendment to the 30th Street Plan de-annexing certain parcels from the existing revenue allocation area and making certain findings; and,

WHEREAS, in seeking to encourage economic development and mobility by assisting with infrastructure and public facility improvements, the Board of Commissioners adopted Resolution 1708 on June 14, 2021 authorizing the Agency Executive Director to execute a construction contract with Wright Brothers, The Building Company LLC for the Main & Fairview Transit Station Project (the "Project") in the amount of \$718,495 plus ten percent (10%) project contingency; and,

WHEREAS, during the permitting process, the Ada County Highway District (ACHD), the authority having jurisdiction over construction in the Project right-of-way, required changes to the construction plans and special provisions; and,

WHEREAS, the construction costs associated with the changes required by ACHD were not accounted for during the bidding process; and,

WHEREAS, the changes included increased excavation, additional materials, and larger manholes resulting in cost increases to the original contract amount; and,

WHEREAS, Wright Brothers, The Building Company LLC submitted Change Order No. 1 in the amount of \$72,432.64, attached hereto as Exhibit A, to account for the additional construction costs; and,

WHEREAS, Change Order No. 1 for the additional costs of \$72,432.64 requires Board approval because the cumulative amount of the change order to the contract exceeds the 10% Project contingency previously approved by the Board with Resolution 1708; and,

WHEREAS, the Agency recommends the Agency Board approve Change Order No. 1 plus a \$25,000 contingency for any unforeseen end-of-project costs and authorize the Agency Executive Director to execute same; and,

WHEREAS, the Agency Board of Commissioners finds it in the best public interest to approve Change Order No.1 as well as the contingency and to authorize the Agency Executive Director to execute same.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, AS FOLLOWS:

Section 1: That the above statements are true and correct.

Section 2: That Change Order No. 1 to the Construction Agreement between the Agency and Wright Brothers, The Building Company LLC for additional project costs, in the amount of \$72,432.64, attached hereto as Exhibit A and incorporated herein by reference, is approved as to both form and content.

Section 3: That the Agency Executive Director is hereby authorized to execute Change Order No. 1 in the amount of \$72,432.64 to the Construction Agreement for the Main & Fairview Transit Stations Project with Wright Brothers, The Building Company LLC, plus authorizing a contingency up to \$25,000 to address unforeseen end-of-project costs if determined necessary in his best judgment.

Section 4: That this Resolution shall be in full force and effect immediately upon its adoption and approval.

PASSED AND ADOPTED by the Urban Renewal Agency of Boise City, Idaho, on January 18, 2022. Signed by the Chair of the Agency Board of Commissioners and attested by the Secretary to the Agency Board of Commissioners on January 18, 2022.

URBAN RENEWAL AGENCY OF BOISE CITY

By: \_\_\_\_\_  
Dana Zuckerman, Chair

ATTEST:

By: \_\_\_\_\_  
Lauren McLean, Secretary

**CHANGE ORDER NO. 1 TO THE  
STANDARD AGREEMENT AND GENERAL CONDITIONS  
BETWEEN OWNER AND CONSTRUCTOR**

DATED JANUARY 10, 2022

Pursuant to Section 8 of the Agreement dated July 12, 2021, between the Owner, Capital City Development Corporation, and the Constructor, Wright Brothers, The Building Company LLC, for the **Main & Fairview Transit Station Project** located in downtown Boise, the Owner and the Constructor desire to execute this Change Order No. 1 to make changes in the Work, to wit: Incorporate the Special Provisions dated August 9, 2021, and plan sheets dated August 10, 2021, into the Project, which reflect ACHD-requested changes during permitting that were not accounted for during Project bidding.

The Owner and the Constructor hereby agree as follows:

**ARTICLE 1 PRICE**

Owner shall pay the Constructor the not to exceed price of **SEVEN HUNDRED NINETY THOUSAND NINE HUNDRED TWENTY-SEVEN AND 64/100 DOLLARS (\$790,927.64)**.

This Change Order 1 in the amount of SEVENTY-TWO THOUSAND FOUR HUNDRED THIRTY-TWO AND 64/100 DOLLARS (\$72,432.64) is for the performance of the Work in accordance with the Exhibits listed below, which are a part of this Agreement:

EXHIBIT A: Change Order 1 – Additional Scope of Services (61 pages)

**ARTICLE 2 SUBSTANTIAL COMPLETION**

**Phase 1:** Date of Substantial Completion for the Work except for the improvements at the southeast corner of Main and 27th Streets, pavement markings and green paint, shall be January 28, 2022. Work includes the corrective measures identified in Nonconformance Reports 2 and 3 at the Fairview/24th and Main/27th stations.

**Phase 2:** Date of Substantial Completion for the improvements at the southeast corner of Main and 27th Streets, pavement markings and green paint shall be March 28, 2022. This portion of work shall not start earlier than March 7, 2022, or later than March 28, 2022, and shall be completed within fourteen (14) days. The Constructor shall notify the Engineer at least seven (7) calendar days before the start of Work. Unless otherwise specified in the Certificate of Substantial Completion, the Constructor shall achieve Final Completion within twenty-one (21) Days after the date of Substantial Completion.

Substantial Completion of the Work shall be achieved in TWO HUNDRED EIGHTEEN (218) days.

End of Change Order No. 1

IN WITNESS WHEREOF, Owner and Constructor have executed this Change Order 1 with an effective date as first written above.

**OWNER: Capital City Development Corporation**

By: \_\_\_\_\_  
John Brunelle, Executive Director

Approved as to Form:

\_\_\_\_\_  
Mary Watson, General Counsel

**CONSTRUCTOR: Wright Brothers, The Building Company LLC**

By: \_\_\_\_\_  
Trevor Wright, CCM, Principal

Attest: \_\_\_\_\_  
\_\_\_\_\_

Budget Info / For Office Use	
Fund/District	304
Account	6250
Activity Code	19030
PO #	210068
Contract Term	March 28, 2022



**CHANGE ORDER 1 TO THE  
STANDARD AGREEMENT AND GENERAL CONDITIONS  
BETWEEN OWNER AND CONSTRUCTOR**

<b>Date of Issuance:</b>	January 10, 2022	<b>Date of Commencement:</b>	August 23, 2021
<b>Contract:</b>	Main and Fairview Transit Stations	<b>Date of Contract:</b>	July 12, 2021
<b>Owner:</b>	Capital City Development Corporation	<b>Engineer:</b>	HDR Engineering, Inc.
<b>Constructor:</b>	Wright Brothers, The Building Company	<b>Engineer's Project No.:</b>	TPO 19-002

**The Contract Documents are modified as follows upon execution of this Change Order**

Incorporate the Special Provisions dated August 9, 2021 and plan sheets dated August 10, 2021 into the project for the transit stations located along Fairview at 17th and 24th and along Main at 17th, 23rd, and 27th. The Special Provisions and plan sheets reflect the project accepted by ACHD on August 6, 2021. Compensation for the changes will be as follows.

Item No.	Item	Qty	Unit		Unit Price	Extension
202.4.1.A.1	Excavation (Plan Quantity) (c01)	318	CY	@	\$46.00	\$14,628.00
602.4.1.E.1.48	Storm Drain Catch Manhole (c01)	-1	EA	@	\$5,500.00	(\$5,500.00)
602.4.1.E.1.50	Storm Drain Manhole 60" (c01)	2	EA	@	\$7,198.40	\$14,396.80
1134.05.21	Pavement Markings (Thermoplastic) (c01)	355	SF	@	\$19.00	\$6,745.00
801.4.1.B.1.6	6" Minus Uncrushed Aggregate Base (Plan Qty) (c01)	490	CY	@	\$52.76	\$25,852.40
SSP 07015.B	Detectable Warning Devices - Retrofit – Longitudinal (c01)	238	LF	@	\$68.88	\$16,393.44
SSP 07013	Patterned Concrete (c01)	-26	SY	@	\$108.00	(\$2,808.00)
SSP 11400	Obliterate Pavement Markings (c01)	370	SF	@	\$7.00	\$2,590.00
SP 11500	Green Paint (c01)	5	SY	@	\$27.00	\$135.00
	<b>Total C01</b>					<b>\$72,432.64</b>

Attachments: Special Provisions dated August 9, 2021 and Plan Sheets dated August 10, 2021. Supporting documentation COR 001 and COR 002.

<b>CHANGE IN CONTRACT PRICE:</b>	<b>CHANGE IN CONTRACT TIMES:</b>
Original Contract Price:  \$ <u>718,495.00</u>	Original Contract Times: <input type="checkbox"/> Working days <input checked="" type="checkbox"/> Calendar days  Substantial completion: 12/20/2021      120 days Ready for final payment: 01/10/2022      21 days after SC
[Increase] [Decrease] from previously approved Change Orders No. <u>N/A</u> to No. <u>N/A</u> :  \$ <u>0.00</u>	[Increase] [Decrease] from previously approved Change Orders No. <u>N/A</u> to No. <u>N/A</u> :  Substantial completion: N/A      0 days Ready for final payment: N/A      0 days

Contract Price prior to this Change Order: \$ <u>718,495.00</u>	Contract Times prior to this Change Order: Substantial completion: 12/20/2021    0 days Ready for final payment: 01/10/2022    0 days
[Increase] [ <del>Decrease</del> ] of this Change Order: \$ <u>72,432.64</u>	[Increase] [ <del>Decrease</del> ] of this Change Order: Substantial completion:                    98 days Ready for final payment:                    21 days after SC
Contract Price incorporating this Change Order: \$ <u>790,927.64</u>	Contract Times with all approved Change Orders: Substantial completion:                    218 days Ready for final payment:                    21 days after SC

**Engineer**

HDR, Engineering, Inc.  
412 E Parkcenter Blvd, Ste. 100  
Boise, ID 83706



(Signature)

Rich Kinder

By  
12/29/2021

Date

**Constructor**

Wright Brothers, The Building Company  
779 E. State St.  
Eagle, ID 83616



(Signature)

Trevor Wright, Principal

By  
12/30/21

Date

**Owner**

Capital City Development Corp  
121 N 9<sup>th</sup> St., Ste 501  
Boise, ID 83702

(Signature)

John Brunelle, Executive Director

By

Date



# SPECIAL PROVISIONS

Main & Fairview Transit Stations  
PROJECT NO. TO 19-002

August 2021

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This stamp certifies the attached modifications to the ISPWC and ACHD supplemental provisions. It does not certify the ISPWC or ACHD supplemental provisions.

## **GENERAL NOTES:**

### **1. ACHD OWNED CONDUIT IMPACTS**

ACHD-owned conduit may be shallow and located directly behind the curb or under the sidewalk. The Contractor's method of sidewalk and/or curb removal shall be done in a manner to avoid damage to conduit and fiber. Any damage shall be repaired at the Contractor's expense.

### **2. AMERICANS WITH DISABILITY ACCESS (ADA) DURING CONSTRUCTION**

The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway and/or public right-of-way, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a temporary traffic control "TTC" zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents. The primary function of TTC is to provide for the reasonably safe and efficient movement of road users through or around TTC zones while reasonably protecting workers, responders to traffic incidents, and equipment.

Temporary facilities, including reasonably safe pedestrian routes around work sites, are also covered by the accessibility requirements of the Americans with Disabilities Act of 1990 (ADA) (Public Law 101-336, 104 Stat.327, July 26, 1990. 42 USC 12101-12213 (as amended)). Implementation of TTC plans and installation and maintenance of devices shall be the responsibility of the contractor performing the construction, alteration and/or maintenance of the highway or public right-of-way. Temporary traffic control for pedestrians shall meet the accessibility requirements (Standards) set forth in Part 6 of the MUTCD. When an existing continuous sidewalk or street crossing route cannot be maintained for pedestrians because of construction, either temporary walkways with curb ramps are to be provided, or the construction shall be phased to maintain access to the affected addresses. **Contractors shall be allowed flexibility as long as the requirements are met.**

The location of the construction project and whether or not accessible facilities are present shall also determine the extent of the needed temporary facilities. **The contractor is only required to maintain practical continuity** where accessible facilities already exist. On low speed rural roads that do not have sidewalks and are used by bicyclists, no additional measures are needed as the bicycles can share the available travel lanes with other traffic. On moderate to higher speed rural roads, if a bike lane exists then it should be properly detoured, complete with signage, to provide a safe route through or around the work area. If a road or bridge project affects vehicular traffic to a business, residence, school or any other type of pedestrian generating location with existing accessible facilities, then pedestrian and handicapped access must be maintained.

A continuous route for all pedestrians, including the disabled and bicyclists, shall be maintained at all times. When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. The temporary route should enable pedestrians to bypass the construction site while minimizing the retracing of their steps or going significantly out of their way. Additional consideration must be given to the disabled since they may not have the physical or cognitive ability to improvise (e.g. balancing along the curb or a very narrow path) or use unofficial alternatives (e.g. using an adjacent grass surface). Temporary routes must meet the accessibility guidelines of the ADA for permanent facilities and shall be marked with the proper signage. Should existing crosswalks at signalized intersections be closed or made inaccessible, temporary crosswalks should be painted in an accessible location. Temporary signals should include pedestrian phases.

Contractors shall not block temporary walkways with contractor parking, materials piles, signs, rubble or rubbish. Construction equipment and equipment operation must be separated from the temporary walkways. At work zones where higher volumes of pedestrian traffic or school children exist, pedestrian fences or other protective barriers may be needed to prevent access into the construction area.

Detour and diversion routes, when used for pedestrians and bicyclists, should be evaluated for the following items:

- Direct conflicts between pedestrians and vehicular traffic, work vehicles, and other work activities must be reduced with protective barriers or continuous high contrast fencing (min 36" high with a 6" high toe board). See MUTCD 6F.68 and 6D.02
- Temporary pedestrian facilities should provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility and parallel the disrupted route whenever possible. A smooth, continuous hard surface should be provided throughout the entire length of the temporary pedestrian facility. There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to wheelchair use. The geometry and alignment of the facility should meet the applicable requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities. See MUTCD 6D.01 and 6D.02
- Advance information placed at appropriate distances before the work zone allowing pedestrians to make timely decisions about routes through or around the work zone. See MUTCD 6F.14
- Transition information allowing pedestrians to find a safe path through and around work zones, which is critical when the pathway is restricted, diverted or detoured. See MUTCD 6F.14
- Work area information assisting in safe passage of pedestrians through the work zone. This information is needed on all pedestrian routes except detours. See MUTCD 6F.14
- Exit information directing pedestrians back to the original route. See MUTCD 6F.14
- Crosswalk placement at intersections may need additional signage, temporary striping, traffic signal modification, pedestrian signals with audible alarms if justified, proper push button height, and ramps. See MUTCD 6H.29, 6F.80, and 4E.06
- Accommodations for other transit forms (busses, trains etc.) are made. See MUTCD 6D.02
- Requirements of the ADAAG and MUTCD are adhered to.
- Access is maintained to the affected businesses and residences.

### **3. ASPHALT AND CONCRETE CUTTING**

Asphalt pavement and concrete cutting shall be incidental to other items of this contract. Contractor shall ensure that cuts made in asphalt and concrete for trenches are parallel and do not wander or diverge from the intended line.

Dust produced by asphalt or concrete saw cuts shall be collected using a high-powered vacuum dust control system, eliminating the dust from entering the atmosphere. The suction device shall be attached to the cutting equipment or positioned to assure a maximum amount of dust will be collected before it can be released into the atmosphere. The cost to ensure dust is collected during asphalt and concrete cutting shall be considered incidental to the cost of the project and no additional compensation will be made.

### **4. BASIS OF PAYMENT**

Except as modified herein, the various roadway work called for on the Bid Schedule shall be performed, measured, and paid for as indicated on said Bid Schedules and as provided in the 2017

IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPWC) and the latest supplements. The Contractor is required to have the current edition of the ISPWC standards to perform this work. Unless otherwise specified herein, all plan quantities are based upon in-place, completed and accepted units.

## **5. CONFLICTING PAVEMENT MARKINGS**

All conflicting pavement markings shall be completely obliterated using an ACHD approved method prior to applying permanent pavement markings.

## **6. CONNECTING PIPES**

Connecting new pipes, manholes, irrigation structures\ditches and catch basins to existing pipes, manholes, irrigation structures\ditches and catch basins is incidental to other work and no additional compensation will be made.

## **7. CONSTRUCTION STAGING**

The Contractor shall furnish CCDC and ACHD with a detailed construction staging plan based on their anticipated approach to construction activities. This plan and implementation will be the responsibility of the contractor. Final approval of the staging plans and revisions thereof must be granted by ACHD prior to implementation.

Staging plans that may be contained within the project plans are primarily for bidding purposes only. The contractor may utilize any staging plans contained within the bid documents as a basis for staging, but the final staging plan will be provided by the contractor prior to construction activities.

The cost associated with providing the necessary staging plans will be considered incidental to the project and no additional compensation will be made.

## **8. DAMAGED AREAS BEYOND SPECIFIED CONSTRUCTION LIMITS**

Damage to any areas or items not specifically identified for removal, including the existing pavement, sod, sprinklers and landscaping in the contract documents shall be promptly repaired by the contractor. The cost to complete such repairs shall be considered incidental to the cost of the project and no additional compensation will be made.

## **9. EXCESS SITE MATERIAL**

The Contractor shall be responsible for providing a site for the disposal of excess or unsuitable materials. If bituminous material is to be disposed of, the site shall meet the requirements of the Idaho Department of Environmental Quality. All excess material sites shall be approved by CCDC. No separate payment will be made for the acquisition or operation of the sites, or for loading, hauling or unloading the materials at the site.

## **10. INFORMATION GIVEN PRIOR TO AWARD**

Oral explanations, instructions and interpretations given to bidders prior to award of contract will not be binding. It is the CCDC's intent to provide all bidders equal opportunity to access and acquire all available pertinent information necessary to formulate a responsive bid. Any information, specifications, plans, data, or interpretations that CCDC discovers is lacking and may be important to all bidders will be furnished in the form of an addenda, the receipt of which shall be acknowledged by the bidder.

## **11. ON-SITE SUPERVISION**

The General Contractor shall provide competent supervision during all construction activities, including SUBCONTRACTORS activities. The superintendent shall be identified at the preconstruction conference and shall at a minimum be on-site from the notice to proceed date to the completion date. If for any reason the superintendent needs to be replaced by the General Contractor, a written notice must be submitted to CCDC within (5) five working days before the event occurs.

## **12. PAY QUANTITIES**

The Contractor shall supply quantities that are to be paid for that month in the application for payment by the fifth business day following the last day of the month. Each bid item shall be accompanied with the appropriate backup documentation on how the pay quantity was calculated. This shall include such documentation as, but not limited to; stationing, location, tallied weight tickets, sketch of calculated areas, and/or any other appropriate documentation to verify the pay quantity request. CCDC will verify quantities prior to remitting payment. Items failing to have the appropriate backup supporting documentation will not be paid until the information is supplied. The cost associated with providing the above outlined documentation shall be considered incidental to the project and no additional compensation will be granted.

All pay quantities shall also adhere to the criteria outlined in ISPWC General Condition 41 – MANNER OF PAYMENT.

## **13. PROPERTY OWNER COORDINATION**

Contractor shall coordinate items of work affecting adjacent property owners, including but not limited to landscape removal and replacement, sprinklers, irrigation facilities, fencing, sod care, and trees. Property Access coordination shall be conducted according to ISPWC General Condition 49 – PROPERTY ACCESS POINTS.

## **14. RE-TESTING OF MATERIALS**

Re-testing necessitated by the failure of quality assurance testing of materials placed by the contractor shall be at the contractor's expense. These costs shall be deducted from progress estimates.

## **15. SITE CLEANUP**

Upon completion of all work, the Contractor shall clean the entire construction site. Final clean up shall consist of removal of all construction debris, trash, remaining construction stakes, construction signs, etc. from the site. The Contractor shall sweep all sidewalks and streets as necessary to remove any soil, rocks, gravel or other materials. The Contractor shall clean all catch basins and manholes removing any sand, dirt, gravel or debris. Final cleanup shall be considered incidental to the project and no separate payment will be made.

## **16. SOURCES**

Contractor is to use approved commercial sources for all uncrushed aggregate, crushed aggregate, hot plant mix asphalt pavement, and concrete aggregates.

## **17. STORMWATER FLOWS**

The Contractor is responsible for transmitting existing stormwater and irrigation flows during construction. All costs associated with transmitting existing flows, including flows from the temporary water quality best management practices on the project, shall be considered incidental to other items of work and no additional compensation will be made.

## **18. STORM WATER MANAGEMENT**

Contractor shall implement controls to protect storm sewer systems & waters of the U.S. located on or near project limits. Contractor to follow requirements of the National Pollutants Discharge Elimination System (NPDES) as issued to the Ada County Highway District by the EPA. The contractor is required to implement and maintain said plan through life of contract. The removal of all temporary construction Best Management Practices (BMPs) after completion of all required work to final stabilization is considered incidental to this project.

The ACHD CSDC Plan shall meet the CSDC Program requirements listed in Sections 8305 to 8306 of the ACHD Policy Manual (<https://www.achdidaho.org/AboutACHD/policyManual.aspx>). The CSDC Plan shall include measures to protect the existing ACHD storm drain systems inside and outside the project boundaries from mud, dust, debris, and other pollutants generated or transported due to this project. All measures will also be implemented to protect any "Waters of the United States" inside or outside of the project boundaries. "Pollutants" are defined in Section 8302 of the ACHD Policy Manual.

BMPs for controlling pollutant transport from the construction site and activities can be found in a number of publications and locations including, but not limited to:

- Idaho Department of Environmental Quality, Catalog of Storm Water Best Management Practices for Idaho Cities and Counties: Phone: (208) 373-4372 or online at: <http://www.deq.idaho.gov/media/622263-Stormwater.pdf>
- United States Environmental Protection Agency- Region 10: Phone: (800) 424-4372 or online at: <http://yosemite.epa.gov/R10/WATER.NSF/Stormwater/home>
- Boise City Planning and Development Services: Phone (208) 384-3830
- Idaho Transportation Department, Erosion and Sediment Control Manual: Phone (208) 334-8476

Payment for this item will be made under the appropriate bid item numbers.

## **19. SUBGRADE**

It shall be the Contractor's responsibility to maintain the integrity for the exposed subgrade. Degradation due to his operations or weather shall be remedied under the guidance of a geotechnical engineer.

All costs to maintain and repair including, geotechnical engineering, etc. shall be incidental to the project and no additional compensation will be made.

## **20. TRAFFIC CONTROL**

Contractor shall furnish CCDC with a detailed traffic control plan based on their anticipated approach to construction activities. This plan and implementation will be the responsibility of the contractor. Final approval of the traffic control plan and revisions thereof must be granted by CCDC prior to implementation. It will be the sole discretion of the CCDC Project Manager, or designated



representative, to determine if the advanced construction signing plan contained in the contract documents shall be approved as a traffic control plan.

Traffic control plans and/or advanced construction signing plans that may be contained within the project plans are primarily for bidding purposes only.

Local and emergency vehicle access shall be maintained at all times, unless otherwise indicated in the contract documents. All traffic control items not specifically listed in the bid schedule shall be incidental to this contract, and no additional compensation will be made. Short term lane closures shall be only as approved by ACHD.

## **21. TRENCHING**

All excavation and trenching shall meet OSHA requirements. Trenches shall be backfilled and properly compacted, closed at the end of each day, and barricaded, as needed.

## **22. TRUCK/TRAILER LOAD COVERAGE**

All loads of gravel, sand, dirt, landscape bark, and other loose material hauled on the public roadway within Ada County by the Contractor or any of its subcontractors, shall be covered and properly secured so as to prevent the load from dropping, sifting, leaking, or otherwise escaping from the vehicle or becoming loose, detached, or in any manner a hazard to other uses of the public roadway.

## **23. WARNING AND REGULATORY SIGNS**

Existing warning and regulatory signing shall be retained and protected throughout the project limits unless otherwise noted. This may require multiple relocations, which will be incidental to other bid items. Existing warning and regulatory signs that are designated for removal and replacement and do not conflict with construction traffic control signs shall be maintained during construction and, if necessary, relocated to locations where the signs are visible to traffic and serve their original purpose.

## **24. WORKING HOURS**

Unless otherwise specified here the Regular working hours for this contract shall adhere to the criteria outlined in ISPWC General Condition 40 – WORK HOURS/TIME OF COMPLETION.

## **25. QUALITY CONTROL/QUALITY ASSURANCE**

ISPWC SECTION 100 – General Conditions

Add the following:

Ada County Highway District Quality Control and Quality Assurance Procedure

### ***Definitions***

**Quality Assurance (QA)** is defined as the process or set of processes used to measure and assure the quality of a product and/or workmanship. This encompasses ACHD's oversight of the Contractor's processes and materials. This includes review of the inspector, sampler, tester and laboratory qualifications (per ACHD Independent Assurance Program defined below); verifying the results of the quality control and process control testing; and inspecting for conformance to plans and specifications.

**Quality Control (QC)** is defined as the actions necessary to produce quality workmanship and materials. QC includes, but should not be limited to, inspection of the production and placement operations, quality control and process control testing and inspection of the finished product. QC is the responsibility of the Contractor. No separate payment will be made for this work. If quality control testing is not being performed at the required frequency, ACHD may stop production of work until the tests are supplied, or ACHD determines the work can proceed.

**Quality Control Testing and Process Control Testing** are defined as the testing and inspections conducted by the Contractor to determine if the construction materials have been produced and placed in compliance with the project specifications and applicable standards. Process control testing is conducted to demonstrate that the construction materials being produced and used continue to meet the requirements for the product.

**Independent Assurance Program (IAP)** is the process provided by ACHD, through trained and certified staff, to ensure that all testing is performed correctly, and testing equipment is functioning and calibrated properly.

**Acceptance** is determined by the QA test results, in combination with the assurance that the Contractor has satisfied the specification requirements for materials quality and workmanship, with the exception of Superpave Hot Mix, as specified below. In addition to the specified testing results, visual inspection of the end product is also taken into consideration in determining acceptance. Acceptance will be determined by ACHD. All samples required for QA testing will be supplied by the Contractor to ACHD. Prior to obtaining a sample for QA testing, ACHD shall be notified of when and where the sample will be taken from. ACHD will determine if it needs to witness the obtaining of the QA sample. Superpave Hot Mix acceptance shall be based on ACHD's supplement to the ISPMC Section 814 under Part 4.2.

### ***Construction Testing and Inspection Responsibilities***

#### **Quality Control**

- A. The Contractor shall be responsible for the *Quality Control* of all construction processes and materials quality. The Contractor will be responsible for quality throughout the construction process. Therefore, the Contractor must ensure that the materials and workmanship provided by themselves, Subcontractors, Suppliers, and Producers meet all pertinent specifications. All tests listed under Quality Control in the Minimum Testing Frequency Table are required for quality control, however only tests listed as Acceptance shall be used in determining pay.
- B. The Quality Control laboratory must be approved by the Idaho Transportation Department. All testing personnel and facilities used by the Contractor must be currently certified by the Western Alliance for Quality Transportation Construction (WAQTC) and by the ACHD Independent Assurance Program. All test results must be supplied to ACHD the next working day after the test was performed. All Quality Control tests will be supplied to ACHD directly from the lab performing the tests. Tests results shall have the ACHD project/permit number listed and be sequential.
- C. Quality Control Testing must occur in a random frequency and at a minimum, at the intervals specified in the table provided in the corresponding ISPMC sections. The Contractor shall determine the random locations. Upon request, documentation must be supplied showing how the random

numbers/locations were determined by the Contractor. All random sampling for ACHD will be done by the Contractor and witnessed by an ACHD representative.

- D. For gradation testing by the Contractor during production, each sample size shall be taken per AASHTO T2, except the sample size shall be doubled. The sample obtained shall be split in accordance with AASHTO T248, and half of it shall be marked with an ID number and tested by the Contractor. The other half of the sample shall be sealed in a canvas sack or plastic bucket, and marked with the ID number, stored in a weather protected container, and reserved for use in retesting if needed. Material shall be retained until written notification is given by ACHD that it can be discarded.
- E. Acceptance, gradation, binder content and volumetrics for plant mix pavement and/or Superpave Hot Mix asphalt shall be performed on the loose mix sampled from the roadway, haul unit, or an approved sampling method at the Hot Plant. At the start of each project the location for sampling shall be determined by ACHD and all samples for the project shall be obtained from that determined location. The hot mix sample used for asphalt binder content, gradation and volumetric testing shall be doubled in size. The sample shall be split in accordance with AASHTO R47 and half of the sample shall be used for the appropriate testing. The other half of the sample shall be sealed in a box, marked with the sample ID number, stored in a weather protected enclosure, and reserved for use in retesting if needed. Material shall be retained until written notification is given by ACHD that it can be discarded.

#### **Quality Assurance**

- A. ACHD shall oversee the Contractor's fulfillment of the QC requirements, and independently verify that the QC test results being submitted by the Contractor are representative of the workmanship and product quality. ACHD will also be responsible for determining general project acceptance based on conformance to the approved plan and specifications.
- B. ACHD will perform random Quality Assurance testing at the intervals specified in Minimum Testing Frequency table.
- C. Acceptance of material will be based on the Quality Assurance test performed by ACHD. If no QA test is performed, acceptance will be based on the QC tests results and inspections as determined by ACHD.
- D. ACHD will perform random inspections of material storage and handling practices.

#### **Dispute Resolution**

- A. The dispute resolution process is to resolve differences between the Contractor and ACHD when a disagreement regarding the test results occurs.
- B. When a failing QA test occurs, production may be suspended until the differences are resolved and ACHD is satisfied.
- C. ACHD may run one or more tests of the split material from the QC process to help resolve differences.

- D. When ACHD and the Contractor are unable to resolve the differences, a Third Party prequalified independent lab shall be brought in to verify testing.
- E. ACHD will hire the Third-Party independent lab. If ACHD tests are found to coincide with the independent lab, ACHD will not grant additional contract time due to any delays in production and the Contractor shall bear the costs associated with the Third-Party resolution. Likewise, if the Contractor's tests are found to coincide with the independent lab, ACHD will bear the costs associated with Third Party resolution and will grant additional time for any delay caused by this additional testing.
- F. For hot mix density dispute testing, cores shall be obtained by the Third Party from the same locations as the nuclear gauge tests.

#### **Independent Assurance Program**

- A. ACHD practices the standards of the Western Alliance for Quality Transportation Construction (WAQTC).
- B. ACHD Independent Assurance personnel may observe testers and verify that the equipment and techniques used for the required testing are calibrated and performing accurately, per WAQTC. During construction, it may be necessary for an IAP representative to verify the reliability of the tester by witnessing sampling and testing, and by splitting samples and comparing results.
- C. All independent testing laboratories to be used shall be pre-qualified by ACHD prior to construction. To request an inspection and certification, contact the ACHD Lab Coordinator at 387-6310 to schedule. Laboratories that are currently certified by the Idaho Transportation Department (ITD) can provide ACHD with their current certification as confirmation of qualification. In the event that the lab is ITD certified; a facility inspection by ACHD IAP personnel may still be required.

#### **Price Adjustment for Non- Compliant Materials or Products**

- A. When material fails to meet the required specifications, they will be subject to a price adjustment or rejection. ACHD may also request a lengthened warranty period.
- B. ACHD will, in its sole, discretion determine the price adjustment or rejection.
- C. The determined price adjustment or rejection of material shall be applied to the quantity of material that is represented by the non-compliant test results, as outlined in the Minimum Testing Frequency table.

#### **Minimum Testing Requirements**

- A. The requirements outlined herein are the established minimum acceptance requirements for materials used in standard applications and paid for under standard bid items. For special provision items, material used in non-standard, non-roadway, temporary applications, or small quantities of materials, alternative materials acceptance requirements will be determined as discussed herein or as specified in the contract documents, or as otherwise approved by ACHD. Material placed without appropriate testing shall be subject to a price deduction or rejected as determined by ACHD.

- B. Minimum testing frequencies are included in the Minimum Testing Frequency table. The Contractor frequencies may only be altered by Change Order approved by ACHD. ACHD may elect to increase its own testing frequency at any time. Testing frequency should be increased when accepting material from newly developed sources or those with varying results.
- C. Material source approval requirements are not listed in this document. All fill and aggregate material imported to the project must be obtained from ACHD or ITD approved materials sources.
- D. Based on inspection and without regard for testing frequency, ACHD may isolate and reject obviously defective material.
- E. When the material is not listed in the Minimum Testing Frequency table and not identified in the ISPWC, acceptance shall be determined by ACHD.
- F. When the material is required by the Contract to meet a given specification, such as ASTM or AASHTO, acceptance of material will, at a minimum, require a manufacturer's certification. A partial list of such material is outlined in the List of Miscellaneous Material Accepted on the Basis of Manufacturer's Fabricator's Certification.

#### **Small Quantities**

- A. ACHD may accept small quantities of certain materials without sampling and testing. The determination to accept materials using this provision rest solely with ACHD.
- B. The following are not eligible for small quantity acceptance:
  - i. Concrete with a specified strength of greater than 3000 psi.
  - ii. Paving on the roadway with quantities above 100 ton.
- C. Materials may be accepted as a small quantity if the estimated quantity is less than the minimum QC testing frequency. The small quantity exception may be used on pavement items such as; small patches, utility repairs, pavement placed outside the traveled way (driveways, approaches, mailbox turnouts, asphalt sidewalk and curb), and temporary pavement.
- D. The minimum requirements that must be met for small quantities includes; approved sources, mix design, material certifications, inspection, and a core for density acceptance of mainline and intersection paving less than 100 tons.

## ACHD QC/QA TESTING FREQUENCY TABLE

~ All random sampling for ACHD will be done by the Developer/Contractor and witnessed by an ACHD representative ~

Minimum Testing Frequency						
Column	ISPC	Material	Acceptance By/Test Required	Quality Control Contractor	Quality Assurance ACHD	Test Method Requirement
A	202	Subgrade (Natural Ground)	QA / Visual	Visual Observation for soft spots	Visual Observation for soft spots	Visual
B	202	Embankment	QA / Density (1)*	Minimum 1 test per 350 SY per lift	Minimum 1 test per 1000 SY per lift	AASHTO T 310 Method B Per 202.3.9.B
C	202	Embankment	QA / Gradation	Minimum 1 per 3000 ton	Minimum 1 per 7500 ton	AASHTO T 27 Per 202.3.8.C.2
D	204/306	Trenches	QA / Density (1)*	Minimum 1 per 300 feet for each lift, Minimum 1 per lift for transverse trenches	Minimum 1 per 1000 feet, Minimum 1 for every 3 transverse trenches.	AASHTO T 310 Method B Per Section 306
E	305	Bedding Type I, II, III	QA / Gradation Density	Minimum 1 per 3000 ton	Minimum 1 per 7500 ton	AASHTO T 27 AASHTO T 310 Method B Per 305.2 & 305.3.10
F	703	Concrete (Fine Aggregates)	QA / Gradation	Each 1000 CY of concrete placed	Each 3000 CY of concrete placed	AASHTO T 11 AASHTO T 27 Per 703.2.1.D.5
G	703	Concrete (Coarse aggregates)	QA / Gradation	Each 1000 CY of concrete placed	Each 3000 CY of concrete placed	AASHTO T 27 Per 703.2.1.E.4
H	703	Concrete (specified strength of 3500 psi or greater)	QA / Slump Air Content	Test for slump & air on first truck then for every 100 CY of each class of concrete placed	Minimum 1 per 300 CY of each class of concrete placed	AASHTO T 119 AASHTO T 152 Per Section 703
I	703	Concrete (specified strength of 3500 psi or greater)	QA / Compressive Strength	Minimum one (1) set per 100 CY of each class of concrete placed; or one (1) per day, whichever frequency is greater	Minimum one (1) set per 300 CY of each class of concrete placed; or one (1) per day, whichever frequency is greater.	Each set consists of (2) 28-day and (1) 7-day cylinders. Make the cylinders from loads that are tested for
J	703	Concrete (specified strength of 3000 psi or less)	QA / (if applicable) Slump Air Content	Test for slump & air on first truck then for every 100 CY of each class of concrete placed	Minimum 1 per 300 CY of each class of concrete placed	AASHTO T 119 AASHTO T 152 Per Section 703

QC/QA TESTING FREQUENCY TABLE - January 2020 update

## ACHD QC/QA TESTING FREQUENCY TABLE

~ All random sampling for ACHD will be done by the Developer/Contractor and witnessed by an ACHD representative ~

Column	ISPC	Material	Acceptance By/Test Required	Quality Control Contractor	Quality Assurance ACHD	Test Method	Requirement
<b>K</b>	801	Uncrushed Aggregates	QA / Gradation (2)* SE	Minimum 1 per project	Minimum 1 per project	AASHTO T 11 AASHTO T 27 AASHTO T 176 (Method 2)	Per 801.2.2
<b>L</b>	801	Uncrushed Aggregates	QA / Density (1)*	1 test per 500 linear feet of roadway for each lift, based on two travel lanes	1 test per 1000 linear feet of roadway for each lift	AASHTO T 310 Method B	Per 202.3.8
<b>M</b>	802	Crushed Aggregates	QA / Gradation SE Fractured Face (3)*	Minimum 1 per 3000 ton or 1 per project, whichever frequency is greater	Minimum 1 per 5000 ton	AASHTO T11 AASHTO T 27 AASHTO T 176 (Method 2) AASHTO T 335	Per 802.2.2
<b>N</b>	802	Crushed Aggregates	QA / Density	1 test per 500 linear feet of roadway based on two travel lanes, 1 test per 500 linear feet for curb/gutter/sidewalk	1 test per 1000 linear feet of roadway	AASHTO T 310 Method B	Per 202.3.8
<b>O</b>	803	Plant Mix/Superpave Aggregates (Cold Feed) (5)*	QC / Gradation SE Fractured Face	One (1) sample at start of project, then 1 test per each 3000 tons.	1 test per project	AASHTO T 11 AASHTO T 27 AASHTO T 176 (Method 2) AASHTO T 335	Per 803.2.2
<b>P</b>	805	Plant Mix / Superpave performance grade binder	QA / Sampling Presence of Anti- Strip (G Analysis)	One sample for each shift that hot mix is produced and supplied to ACHD for testing along with the bill of lading and certificate of analysis.	Additional samples taken at ACHD discretion.	AASHTO T 40 Idaho IT 99 (color only) M 320 M 323	One sample consists of three (3) one-quart metal cans.
<b>Q</b>	810	Plant Mix Pavement / Superpave HMA SP-1 and SP-2	QA / Sampling Asphalt Content Gradation	One (1) sample per 750 tons or one (1) sample per day, whichever frequency is greater	Each 1500 Tons	AASHTO R 97 AASHTO T 308 AASHTO T 30	Per Section 810.3.13.B

QC/QA TESTING FREQUENCY TABLE - January 2020 update

## ACHD QC/QA TESTING FREQUENCY TABLE

~ All random sampling for ACHD will be done by the Developer/Contractor and witnessed by an ACHD representative ~

Column	ISPC	Material	Acceptance By/Test Required	Quality Control Contractor	Quality Assurance ACHD	Test Method	Requirement
R	810	Plant Mix / Superpave Recycled Asphalt Pavement (RAP)	QA / Sampling Asphalt Content PG Analysis	Based on category type. See Section 810.2.5.D	Each 1500 tons	AASHTO T 104 AASHTO R 59 AASHTO M 320 AASHTO M 323	Per 810.2.5.D
S	810/814	Plant Mix Pavement / Superpave Hot Mix Asphalt (Mat)	QC / Correlating density gauge (Cores)	Densometers must be correlated to cores on first day of paving, design change or change in underlying material. Minimum 3 cores for quantities up to 750 tons, minimum 5 cores over 750 tons that day. (3) * (4) * (6) *	Densometers must be correlated to cores on first day of paving, design change or change in underlying material. Minimum 3 cores for quantities up to 750 tons, minimum 5 cores over 750 tons that day. (3) * (4) * (6) *	AASHTO T 106 AASHTO R 79	No greater than 96% and no less than 92% of the Max. Theo. Density from JMF Compare core density results with the corresponding gauge reading to attain a correlation.
T	810/814	Plant Mix Pavement / Superpave Hot Mix Asphalt	QA / Asphalt depth (Cores)	One (1) core every 750 tons or two (2) cores per road section, whichever is greater. Maximum 4 inch diameter (4) *	Additional samples taken at ACHD discretion.	N/A	Per 814.6.1
U	810/814	Plant Mix Pavement / Superpave Hot Mix Asphalt (Mat)	QC / Density using correlated gauge	One (1) test every 100 ton of HMA paved	One (1) test every 300 ton of HMA paved	AASHTO T 355	No greater than 96% and no less than 91% of the Max. Theo. Density from JMF
V	814	Superpave Hot Mix Asphalt SP-3 through SP-6	CONTROL Gradation VFA Dp PG Analysis QC ACCEPTANCE / VA VMA QA ACCEPTANCE / Asphalt Content	One (1) sample per 750 tons	One (1) sample per 1500 tons	AASHTO R 97 AASHTO T 308 AASHTO T 30 AASHTO T 312 AASHTO T 209 AASHTO T 166 AASHTO T 164 AASHTO R 59 AASHTO M 320	Each sample must be at least 80 lbs - Results must meet Section 814.2.2

QC/QA TESTING FREQUENCY TABLE - January 2020 update



## ACHD QC/QA TESTING FREQUENCY TABLE

~ All random sampling for ACHD will be done by the Developer/Contractor and witnessed by an ACHD representative ~

- (1)\* When material is too granular to test, the comparison effort must be documented for acceptance, including equipment and notes posted. See 200.3 & C.2
- (2)\* The test sample must be new and only it will be determined using the minimum maximum size of the tested material according to ASTM C 27, except the maximum test sample mass, after reduction, will not be greater than 65 lbs.
- (3)\* Bulk parties will determine from their data location. QC results will be used for verification of all gauges (QA results will be for verification only [p. 0-01.2])
- (4)\* Contractor will provide ACI 308 with cores and fill all locations with a quick setting grout
- (5)\* If slope is affected, must meet gradient requirements after injection of grout
- (6)\* Not Minimum less than 2.8 inches with relative density gauge correlation for final and ball test fills

List of Miscellaneous Material Accepted on the Basis of Manufacturer's or Fabricator's Certification	
Bearing Pads and Plates	H-Beam Piles
Brick and Blocks, Masonry	Illumination Poles and Bases
Bridge Rail, Metal	Joint Sealants and Sealers
Cement	Liquid or Emulsified Asphalt
Concrete Admixtures	Metal Reinforcement
Concrete, Rapid Set	Paint (only small quantities less than 25 gallons (100L))
Delineators and Mileposts	Performance Graded Asphalt Binder
Dowel Bars and Tie Bars for Concrete Pavement	Pipe
Dust Oil	Sewer (storm and sanitary) Manholes
Electrical	Signs and Posts
Epoxies	Steel Shell Piling
Epoxy Patch	Steel
Fiber	Structural Bolts
Fluash	Timber (structural)
Geotextiles	Traffic Signal Poles and Mast Arms
Guard Rail and Posts	

## ROADWAY SPECIAL PROVISIONS

### 1. 202.4.1.A.1 – EXCAVATION (PLAN QUANTITY)

ON PAGE 14 OF SECTION 202 OF THE ISPWC, PART 4.1.A, replace the entire section with the following:

This item shall be paid for by the cubic yard on a plan quantity basis with no final measurement, for which the price and payment shall constitute full compensation for excavating, loading, hauling, spreading, blending, shaping, drying, watering and compacting excavated material that is acceptable for the use as on-site borrow for embankment fill, and for all tools, labor, equipment, materials and incidentals necessary to complete the work and all appurtenances not itemized on the Bid Schedule.

Payment for this item will be made under:

202.4.1.A.1 – Excavation (Plan Quantity) .....Per Cubic Yard

### 2. 202.4.5.A.1 – UNSUITABLE MATERIAL EXCAVATION (PLAN QUANTITY)

ON PAGE 17 OF SECTION 202 OF THE ISPWC, PART 4.5.A, add the following:

ITEM 29, "VARIATIONS IN QUANTITIES", ON PAGE GC15 OF THE ACHD GENERAL CONDITIONS, SECOND PARAGRAPH, shall not apply to the 202.4.5.A.1 bid item.

Payment for this item will be made under:

202.4.5.A.1 – Unsuitable Material Excavation (Plan Quantity) .....Per Cubic Yard

### 3. 706.4.1.A.3.9 – 9" VERTICAL CURB (NO GUTTER)

ON PAGE 3 OF SECTION 706 OF THE ISPWC, PART 2.6.A, add the following:

See detail of 9" Vertical Curb (No Gutter) in the plans for dimensions.

### 4. 706.4.1.H.1 – PEDESTRIAN RAMP W/ DETECTABLE WARNING DOMES

ON PAGE 7 OF SECTION 706 OF THE ISPWC, PART 4.1.H, add the following:

This item shall include all costs associated with completion of the required concrete pedestrian ramps. All pedestrian ramps shall have a four (4) or five (5) foot wide throat. All pedestrian ramps shall include full width precast concrete truncated domes as shown on the project plan sheets. Refer to ISPWC standard drawings SD-712 and ACHD Supplementals for additional details. All pedestrian ramps shall be constructed in full compliance with current requirements of the Americans with Disabilities Act (ADA). Truncated domes are considered incidental to this bid item and no additional compensation will be granted. Domes shall be cast into the concrete (stamped concrete and adhesive mats not allowed) and shall be colored "Traffic Yellow."

Payment for this item will be made under:

706.4.1.H.1.A – Pedestrian Ramp w/ Detectable Warning Domes, Type A..... Per Each

706.4.1.H.1.C – Pedestrian Ramp w/ Detectable Warning Domes, Type C4.....Per Each

706.4.1.H.1.G – Pedestrian Ramp w/ Detectable Warning Domes, Type G.....Per Each

### 5. 802.4.1.A.1 – CRUSHED AGGREGATE FOR BASE - TYPE I (PLAN QUANTITY)

ON PAGE 7 OF SECTION 802 OF THE ISPWC, PART 4.1, add the following:

Material will be calculated using plan quantity.

Payment for this item will be made under:

802.4.1.A.1 – Crushed Aggregate Base - Type I (Plan Quantity) ....Per Cubic Yard

**6. 814.4.1.A.1 – PLANT MIX PAVEMENT – SUPERPAVE SP-3**

REFERENCE 2017 ACHD SUPPLEMENT TO THE 2017 ISPMC

SP-3 plant mix asphalt pavement shall utilize PG 64-28 liquid asphalt with 0.5% anti-strip. The aggregate shall have a nominal maximum aggregate side of 1/2" (inch).

Payment for this item will be made under:

814.4.1.A.1 – Plant Mix Pavement – Superpave SP-3..... Per Ton

**7. 1003.4.1.B.1 – BIOFILTER BAG (FIBER WATTLE)**

ON PAGE 3 OF SECTION 1003 OF THE ISPMC, PART 4.1.B, add the following:

ITEM 29, "VARIATIONS IN QUANTITIES", ON PAGE GC15 OF THE ACHD GENERAL CONDITIONS, SECOND PARAGRAPH, shall not apply to the 1003.4.1.B.1 bid item.

1003.4.1.B.1 – Biofilter Bag (Fiber Wattle) ..... Per Each

**8. 1006.4.1.C.1 – INLET PROTECTION**

ON PAGE 3 OF SECTION 1006 OF THE ISPMC, PART 2.1, add the following:

B. Inlet protection shall be Stormguard Sediment Catch Basin Inserts installed according to manufacturer's recommendations.

Payment will be made under:

1006.4.1.C.1 – Inlet Protection ..... Per Each

**9. 1103.4.1.B.1 – TRAFFIC CONTROL SIGNS**

ON PAGE 7 OF SECTION 1103 OF THE ISPMC, PART 4.1.B, add the following:

Provide and install Class "A" construction signing to direct vehicular traffic in and around the project site, including informational signage, per the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, most current edition. Signs that will be in place longer than 3 days shall be permanent sign installations. Contractor shall bag or cover signs when not in use. Contractor shall refer to the ATSSA pamphlet called *Quality Standards for Work Zone Traffic Control Devices*.

Payment will be made by the square foot of sign acceptably installed, initial installation only.

1103.4.1.B.1 – Traffic Control Signs ..... Per Square Foot

**10. SSP 06013 – STORMWATER MANAGEMENT PLAN PREPARATION & APPROVAL**

Description: This item shall consist of all work associated with contractor plan preparation and approvals to meet the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) and/or the Construction Site Discharge Control (CSDC) Program as required. The contractor is considered an operator having day-to-day control as defined in the EPA CGP; therefore, the contractor is a co-permittee with ACHD in the implementation of the CGP

requirements. A Stormwater Pollution Prevention Plan (SWPPP) will be accepted by ACHD in lieu of the CSDC Plan provided that the SWPPP meets the CSDC Program requirements listed in 8305 and 8306 of the ACHD Policy Manual.

Workmanship: The contractor is responsible for the completion, submittal, and implementation of the ACHD provided SWPPP drawing and narrative, filing of the Notice of Intent (NOI), and filing of the Notice of Termination (NOT). The CGP and instructions for completing the NOI and NOT forms can be found on the EPA website: <http://www.epa.gov/npdes/stormwater/cgp>., The SWPPP shall have been prepared and submitted to ACHD for acceptance prior to the filing of the NOI. Prior to filing the NOT, the conditions listed in Part 5 of the CGP shall be met.

Once a SWPPP has been prepared, the Contractor and ACHD shall both submit an electronic NOI on the website listed above. There is a fourteen-calendar day wait after the acknowledgement of receipt has been posted on the EPA website for the SWPPP to be considered approved and construction allowed to commence.

Prior to starting construction, the ACHD accepted SWPPP/CSDC Plan must be implemented. No Construction Activity or Land Disturbing Activity will be allowed to commence until the Contractor has fully implemented the accepted SWPPP/CSDC Plan as required by the District and set forth in the ACHD Policy Manual.

Additionally, the contractor is responsible for installing, maintaining, and removing all Best Management Practices (BMPs) and for all documentation required to keep the SWPPP current. For compliance with the District's CSDC Program, the SWPPP/CSDC Plan should address all potential pollutants outlined in the ACHD Policy Manual.

A Rainfall Erosivity Waiver is available and defined in Appendix D, Part A of the CGP. If the waiver is utilized, and the conditions on which the waiver is based change, the contractor is responsible for updating the waiver and/or development and implementation of a SWPPP.

BMPs for controlling pollutant transport from the construction site can be found in a number of publications including, but not limited to:

- a) Idaho Department of Environmental Quality, Catalog of Storm Water Best Management Practices for Idaho Cities and Counties: Phone: (208) 373-0502 or on the internet: [http://www.deq.state.id.us/water/stormwater\\_catalog/index.asp](http://www.deq.state.id.us/water/stormwater_catalog/index.asp)
- b) United States Environmental Protection Agency – Region 10: (800) 424-4372 or on the internet at: [www.epa.gov/r10earth/stormwater.htm](http://www.epa.gov/r10earth/stormwater.htm)
- c) Boise City Planning and Development Services: phone: (208) 395-7818
- d) Idaho Transportation Department, Erosion and Sediment Control Manual, phone: (208) 334-8476

Measurement and Payment: Payment for work items to implement the SWPPP or CSDC shall be per other specific bid items noted in this contract.

Payment for this plan preparation and approval item will be made under:

SSP 06013 – Stormwater Management Plan Preparation & Approval..... Per Lump Sum

## **11. SSP 07015.A – DETECTABLE WARNING DEVICES - RETROFIT – TRANSIT ISLAND**

Description: This item consists of removing, constructing, reconstructing and retrofitting pedestrian detectable warning devices at locations shown on the plans, or as directed by the Engineer.

Materials: All materials shall conform to the Idaho Standards for Public Works Construction (ISPWC) – Division 700 Concrete and all ACHD adopted revisions and supplements. Section 706 of the ISPWC and the ACHD Supplement to the ISPWC shall apply for all concrete placement requirements under this item.

Detectable warning surfaces (Tactile Warning Surface) shall meet all applicable ADA requirements. Criteria outlined in the ACHD Supplement to the ISPWC shall be met prior to final acceptance. Truncated Domes for all Pedestrian ramps located in the right-of-way per ACHD Supplemental Drawing SD-712. Detectable warning surfaces for transit islands and pedestrian access shall be cast into the concrete (stamped concrete and adhesive mats not allowed) and shall be colored "Traffic Yellow." Gravel shall be Crushed Aggregate for Base Type I per Section 802 of the ISPWC.

Workmanship: Existing pavement, curb and gutter, curb ramps, and sidewalks shall be removed as directed or as indicated in the project plans. The Contractor is responsible for determining the exact extent of removal at each curb ramp location required to meet the following requirements:

1. Construction of curb ramp(s) that meet ADA requirements for the curb ramp and pedestrian crossing
2. Maintain existing drainage patterns
3. Match existing curb, gutter, sidewalk and pavement grades
4. Concrete curb and gutter shall be carefully removed from the edge of existing pavement. The pavement edge can be used as the outside form for the replacement curb and gutter.

Construction of new curb ramps, curbs and gutters and pavement shall meet the following requirements:

Curb ramps shall meet the requirements of ADA. Elements that will be measured to determine ADA compliance and acceptance of the work shall include, but not be limited to:

- a. Landing width, depth and slope
- b. Ramp Width, cross slope and running slope
- c. Flare slopes
- d. Truncated dome depth, distance from leading edge of curb line, depth, width, color and dome dimensions
- e. Gutter transition within the width of the curb ramp
- f. Smoothness and discontinuities

Curb and gutter shall match existing curb and gutter type as directed. Curb height may be varied by +/- 2 inches of the standard height to facilitate grading of the curb ramp to meet ADA requirements. The lip of gutter grade may be adjusted as needed to facilitate curb ramp construction as long as existing drainage patterns are maintained and a minimum longitudinal gutter slope of 0.4 percent is maintained.

1. Work shall consist of constructing, reconstructing, and/or improving curb ramps as

specified on the Contract Documents. Include the following.

2. Removal and disposal of existing curb ramps (ramps, landings, flares, detectable warning surfaces, curb transitions, gutters and aggregate).

Measurement and Payment: All detectable warning device retrofits will be measured per lineal foot installed, complete in place. This shall include all labor, equipment and material necessary for the completion of the bid item.

The cost will include all installation of new detectable warning devices. No additional measurement and payment will be made.

Payment for this item will be made under:

SSP 07015.A – Detectable Warning Devices – Retrofit.....Per Lineal Foot

#### **12. SSP 07015.B – DETECTABLE WARNING DEVICES - RETROFIT – LONGITUDINAL**

Description: This item consists of removing, constructing, reconstructing and retrofitting longitudinal pedestrian detectable warning devices at locations shown on the plans, or as directed by the Engineer.

Materials: All materials shall conform to the Idaho Standards for Public Works Construction (ISPWC) – Division 700 Concrete and all ACHD adopted revisions and supplements. Section 706 of the ISPWC and the ACHD Supplement to the ISPWC shall apply for all concrete placement requirements under this item.

Longitudinal detectable warning surfaces (Tactile Warning Surface) shall meet all applicable ADA requirements. Criteria outlined in the ACHD Supplement to the ISPWC shall be met prior to final acceptance. Longitudinal detectable warning surfaces shall be cast into the concrete (stamped concrete and adhesive mats not allowed) and shall be colored “Colonial Red.” The Contractor shall submit a specification and sample for the Longitudinal detectable warning surfaces for ACHD’s approval. The Contractor shall allow two weeks for review of the submittal. Materials and application method being used shall be clearly specified.

Gravel shall be Crushed Aggregate for Base Type I per Section 802 of the ISPWC.

Workmanship: Existing pavement, curb and gutter, curb ramps, and sidewalks shall be removed as directed or as indicated in the project plans.

Construction of new longitudinal detectable warning surfaces shall meet the following requirements:

Longitudinal detectable warning surfaces shall meet the requirements of ADA. Elements that will be measured to determine ADA compliance and acceptance of the work shall include, but not be limited to:

- a. Raised bar depth, distance from leading edge of curb line, width, color and other dimensions
- b. Smoothness and discontinuities

Measurement and Payment: All longitudinal detectable warning device retrofits will be measured per lineal foot installed, complete in place. This shall include all labor, equipment and material necessary for the completion of the bid item.

The cost will include all installation of new detectable warning devices. No additional measurement and payment will be made.

Payment for this item will be made under:

SSP 07015.B – Detectable Warning Devices – Longitudinal.....Per Lineal Foot

### **13. SSP 08125 – ASPHALT REPAIR - OTHER**

Description: This item shall include all work and costs associated with the repair of existing local roads, asphalt driveways, parking lots, and sidewalks abutting the project to match the grade of curbs, sidewalks, driveway approaches, and existing asphalt.

Materials: This item shall include excavation, labor, equipment, and materials necessary to complete placement of a 4" (inch) thickness of 3/4" (inch) aggregate base course, on a compacted sub-grade, and a 3" (inch) thickness of 1/2" SP-3 Plant Mix Asphalt in accordance with Section 814 of the ACHD supplement to the ISPWC. The asphalt cement performance grade shall be PG 64-28 and shall contain 1/2% of heat-stable anti-stripping agent per ton of asphalt cement added immediately prior to use at the location of the asphalt batch plant. Asphalt tack material shall be an SS-1 emulsified asphalt diluted as specified in accordance with ISPWC Division 800 – "Aggregate and Asphalt."

Workmanship: This item shall also include all costs associated with the furnishing and placement of an asphalt tack coat on the lip of the gutter and on the edges of previously placed asphalt.

Measurement and Payment: Material costs associated with the furnishing and placement of an asphalt tack coat on the lip of the gutter and on the edges of previously placed asphalt are considered incidental to this item. The 3/4" (inch) aggregate base course shall be paid under that respective item. All placed asphalt paid under this item shall be measured by the square yard.

Payment for this item will be made under:

SSP 08125 – Asphalt Repair - Other..... Per Square Yard

### **14. SSP 11400 – OBLITERATE PAVEMENT MARKINGS**

Description: This item consists of furnishing all labor, materials and equipment necessary to obliterate the existing pavement markings (stop bars, cross walks, turn arrows, turn lane text, 8" turn lane separation lines, edge lines, or skip lines) as shown on the plans, in conflict with proposed construction traffic control phasing, or as directed by ACHD.

Workmanship: Workmanship shall meet the requirements of ACHD DIVISION 1100 SUPPLEMENTAL PROVISIONS, SUBSECTION 1134.02.

Measurement & Payment: Obliterate Pavement Markings will be measured by the square foot of the pavement markings removed and shall include all labor, equipment and material necessary for the completion of the bid item.

ITEM 29, "VARIATIONS IN QUANTITIES", ON PAGE GC16 OF THE ACHD GENERAL CONDITIONS, SECOND PARAGRAPH, shall not apply to this bid item.

Payment for this item will be made under:

SSP 11400 – Obliterate Pavement Markings.....Per Square Foot

#### **15. SP 11500 – GREEN BIKE LANE PAINT**

Description: This item shall include all work and costs associated with placing green bike lane paint as detailed on the plans.

Materials: The Contractor shall submit a specification and application method for the Green Bike Lane Paint for ACHD’s approval. The Contractor shall allow two weeks for review of the submittal. Materials and application method being used shall be clearly specified.

Measurement & Payment:

Payment for this item will be made under:

SP 11500 – Green Bike Lane Paint.....Per Square Foot

#### **16. SP 11551– PEDESTRIAN TEMPORARY TRAFFIC CONTROL PLAN**

Description: This work shall consist of preparation and implementation of a Pedestrian Temporary Traffic Control (TTC) Plan as needed in the construction area inclusive to provide temporary facilities, including reasonably safe pedestrian routes around the Contractor’s work in accordance with the Americans with Disabilities Act (ADA).

Materials: All materials (signs, barricades, temporary facilities and appurtenances) shall be in accordance with the Americans with Disabilities Act of 1990 (ADA) and Manual on Uniform Traffic Control Devices (MUTCD).

Workmanship: The Contractor shall develop a Pedestrian TTC Plan for work at the construction site based upon his planned construction operation. The Contractor shall submit a written outline of the TTC plan along with a layout of all temporary facilities, barricades and signing for review and approval prior to construction. The TTC plan shall provide the following:

1. The needs and control of pedestrians and bicyclists within the roadway and/or public right-of-way, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a temporary traffic control “TTC” zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents. The primary function of TTC is to provide for the reasonably safe and efficient movement of road users through or around TTC zones while reasonably protecting workers, responders to traffic incidents, and equipment.
2. Temporary facilities, including reasonably safe pedestrian routes around work sites, are also covered by the accessibility requirements of the Americans with Disabilities Act of 1990 (ADA) (Public Law 101-336, 104 Stat.327, July 26, 1990. 42 USC 12101-12213 (as amended)). Implementation of TTC plans and installation and maintenance of devices shall be the responsibility of the Contractor performing the construction, alteration and/or maintenance of the roadway or public right-of-way. When an existing continuous sidewalk or street crossing



route cannot be maintained for pedestrians because of construction, either temporary walkways with curb ramps are to be provided, or the construction shall be phased to maintain access to the affected addresses. Contractors shall be allowed flexibility as long as the requirements are met.

3. The location of the construction project and whether or not accessible facilities are present shall also determine the extent of the needed temporary facilities. The Contractor is only required to maintain practical continuity where accessible facilities already exist. On low speed rural roads that do not have sidewalks and are used by bicyclists, no additional measures are needed as the bicycles can share the available travel lanes with other traffic. On moderate to higher speed rural roads, if a bike lane exists then it should be properly detoured, complete with signage, to provide a safe route through or around the work area. If a road or bridge project affects vehicular traffic to a business, residence, school or any other type of pedestrian generating location with existing accessible facilities, then pedestrian and handicapped access must be maintained.
4. A continuous route for all pedestrians, including the disabled and bicyclists, shall be maintained at all times. When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. The temporary route should enable pedestrians to bypass the construction site while minimizing the retracing of their steps or going significantly out of their way. Additional consideration must be given to the disabled since they may not have the physical or cognitive ability to improvise (e.g. balancing along the curb or a very narrow path) or use unofficial alternatives (e.g. using an adjacent grass surface). Temporary routes must meet the accessibility guidelines of the ADA for permanent facilities and shall be marked with the proper signage. Should existing crosswalks at signalized intersections be closed or made inaccessible, temporary crosswalks should be painted in an accessible location. Temporary signals should include pedestrian phases.
5. Contractors shall not block temporary walkways with Contractor parking, materials piles, signs, rubble or rubbish. Construction equipment and equipment operation must be separated from the temporary walkways. At work zones where higher volumes of pedestrian traffic or school children exist, pedestrian fences or other protective barriers may be needed to prevent access into the construction area.
6. Detour and diversion routes, when used for pedestrians and bicyclists, should be evaluated for the following items:
  - Direct conflicts between pedestrians and vehicular traffic, work vehicles, and other work activities must be reduced with protective barriers or continuous high contrast fencing (min 36" high with a 6" high toe board). See Manual on Uniform Traffic Control Devices (MUTCD) 6F.68 and 6D.02
  - Temporary pedestrian facilities should provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility and parallel the disrupted route whenever possible. A smooth, continuous hard surface should be provided throughout the entire length of the temporary pedestrian facility. There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to wheelchair use. The geometry and alignment of the facility should meet the applicable requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities. See MUTCD 6D.01 and 6D.02
  - Advance information placed at appropriate distances before the work zone allowing pedestrians to make timely decisions about routes through or around the work zone. See MUTCD 6F.14

- Transition information allowing pedestrians to find a safe path through and around work zones, which is critical when the pathway is restricted, diverted or detoured. See MUTCD 6F.14
- Work area information assisting in safe passage of pedestrians through the work zone. This information is needed on all pedestrian routes except detours. See MUTCD 6F.14
- Exit information directing pedestrians back to the original route. See MUTCD 6F.14
- Crosswalk placement at intersections may need additional signage, temporary striping, traffic signal modification, pedestrian signals with audible alarms if justified, proper push button height, and ramps. See MUTCD 6H.29, 6F.80, and 4E.06
- Accommodations for other transit forms (busses, trains etc.) are made. See MUTCD 6D.02
- Requirements of the ADAAG and MUTCD are adhered to.
- Access is maintained to the affected businesses and residences.
- Frequent checks of the pedestrian and bicycle accommodations are made during construction to ensure that the temporary traffic control plan is followed, traffic control devices are maintained in good condition, and safe, accessible pedestrian and bicycle routes are available at all times.

Upon approval the Contractor shall implement the prepared TTC plan. The Contractor shall be responsible for all work associated with the TTC plan including all initial placement, maintenance, relocations, and removal of all signs, barriers and temporary facilities.

Measurement and Payment: Traffic control devices used for the pedestrian or bicycle detour will be paid under their respective bid items when applicable. Relocation of each device to another location shall be paid under Traffic Control Maintenance. This item includes all design, submit, modify, inspect, and manage the Pedestrian Temporary Traffic Control Plan. Additional materials, labor, and equipment needed to complete and maintain the approved pedestrian detour will be measured and paid for by Force Account

Payment for this item will be made under:

SP 11551 - Pedestrian Temporary Traffic Control Plan .....Contingency Amount

## **17. SSP 20003 – TEMPORARY CONSTRUCTION FENCING**

Description: This item consists of furnishing all labor, equipment and material necessary to construct and maintain temporary construction fencing at the locations shown on the plans or as directed by ACHD. This item also includes removing and disposing of the fence at the completion of construction or when directed by ACHD.

Materials: Temporary construction fencing shall be safety orange plastic construction fencing four (4) feet in height, such as DG Industries PSF Series Plastic Fence or approved equal.

Measurement and Payment: Temporary Construction Fencing will be measured per linear foot of fence constructed and shall include all labor, equipment and material necessary for the completion of the bid item. Routine maintenance of the temporary construction fencing shall be necessary and is considered incidental to this item. The cost for fence maintenance and removal and disposal of the fence are incidental to this bid item.

Payment for this item will be made under:

## 18. SSP 20107 BIKE RAILING

Description: This item consists of furnishing and installing bike railing at locations shown on the drawings, or as directed. Bike railing shall be installed in accordance with the details specified in the currently adopted ACHD supplement to the ISPWC – SD 2040-L. The runs of bike railing along the ramps from the crosswalks to the transit stops will have handrails in compliance with the 2010 ADA Standards for Accessible Design Section 505 Handrails.

Materials and Workmanship: All materials supplied shall meet the requirements outlined below as well as the requirements outlined in the currently adopted ACHD supplement to the ISPWC – SD 2040-L. The Contractor shall submit shop drawings for approval prior to fabrication and installation.

All joints shall be welded unless the Engineer specifically approves other fastening methods. Finish exposed welds flush and smooth. Accurately set and securely attach work plumb and level. This item shall include furnishing and applying paint in accordance with the manufacturer's recommendations and ITD Standard Specification, Section 627.03, Part C. The railing shall be painted with No. D Paint System, Powder Coating for New Steel Bridge Rails.

Primer – Generic Type, Zinc-rich epoxy powder coating

Topcoat – Generic Type, TGIC – Polyester powder coating. Color – Black

Special Requirements for Paint System D.

Coating shall have the following minimum thicknesses:

<u>Coat</u>	<u>Formula</u>	<u>Minimum Dry Film Thickness</u>
Prime	Zinc-rich epoxy powder coating	3 mils
Topcoat	TGIC-Polyester powder coating	2 mils

Coating shall conform to the following performance criteria:

<b>Property</b>	<b>Reference</b>
Adhesion	ASTM Designation: D 3359B
Pencil hardness	ASTM Designation: D 3363
Flexibility	ASTM Designation: D 522
Impact resistance	ASTM Designation: D 2794, Modified
Abrasion resistance	ASTM Designation: D 4060, Modified
Salt spray resistance	ASTM Designation: B 117
Humidity resistance	ASTM Designation D 2247

Measurement and Payment: Bike railing will be measured per lineal foot installed, complete in place. This shall include all labor, equipment and material necessary for the completion of the bid item.

Payment for this item will be made under:

SSP 20107 Bike Traffic Railing.....Per Lineal Foot

#### **19. SP 25050 – 4” TOPSOIL**

Description: This item shall include all work and costs associated with installing 4” of compacted topsoil in the areas as shown on the construction plans or as directed by the Engineer.

Materials: Topsoil shall be friable, fertile, agricultural soil, containing normal amounts of macro and micro nutrients capable of sustaining vigorous plant growth. It shall be of uniform composition throughout, without admixture of subsoil. It shall be free of stones 1” (one inch) or larger, lumps, sticks, live plants and their root, and other extraneous matter. It shall not be infested with nematodes or other pest or disease organisms. It shall be free of seed of noxious weeds and other material detrimental to vegetative growth. ACHD reserves the right to request soil samples be tested at the Contractor’s expense to verify the topsoil is capable of sustaining vigorous plant growth.

Workmanship: Topsoil shall not be placed in its final position until the areas to be covered have been properly prepared and grading operations in the area have been substantially complete. Topsoil shall be placed and spread at locations shown on the plans and thickness of topsoil placement shall be 4” (four inches) when compacted.

Measurement and Payment: Measurement for this item shall consist of placement of topsoil to a 4” depth on a per square yard basis.

ITEM 29, “VARIATIONS IN QUANTITIES,” ON PAGE GC16 OF THE ACHD GENERAL CONDITIONS, SECOND PARAGRAPH, shall not apply to this bid item.

Payment for this item will be made under:

SP 25050 – 4” Topsoil.....Per Square Yard

#### **20. SSP 29064 – SOD REPAIR**

Description: This item consists of furnishing all labor, equipment and material necessary to repair lawn areas with sod as shown on the plans or as directed by ACHD.

Materials: Topsoil shall be paid under its respective item outlined in the contract documents. Fertilizers shall be paid under and meet the requirements specified in its respective item outlined in the contract documents.

Sod shall consist of Merrion, Parks, Delta or Windsor Kentucky Bluegrass or combinations of approved fine textured grasses suitable for the area to be sodded and closely matching adjacent grass.

Sod repair shall take place only on those disturbed areas which currently have established lawns, or as shown on the project plans or directed by the Engineer.

Workmanship: The lawn areas shall be tilled to a minimum depth of 6 inches by such means as will loosen the soil and bring it to condition suitable for fine grading. Prior to and during the operation, the surface shall be made free of vegetative growth. All stones, hard clods, roots, sticks, debris and other matter encountered during tilling which are detrimental to the preparation of a good seed bed, or which are toxic to the growth of grass, shall be removed. Four inches of topsoil shall then be placed under the areas to receive sod.

The area shall be floated and rolled to bring it to the finished grade. All irregularities in the surface that form pockets where water will stand shall be smoothed out to provide good drainage. The finished grade of lawn area adjacent to walks, curbs, driveways and pavements shall be approximately 1 inch below adjacent grades.

Fertilizers shall be spread evenly over the cultivated areas at a rate outlined under that respective item.

Sod shall be placed in straight strips. The joints between strips shall be butted together, tight and without gaps. Sod shall be placed in a manner to stagger the end joints of the rolls. The sod shall be rolled with a 100-pound roller after placement. The surface of the finished sod shall be smooth, uniform and mowable.

The Contractor shall supply a letter to the property owner once the sod is installed notifying them the sod is installed and giving them a suggested watering schedule. Contractor shall notify property owner in writing if property owner is not following the suggested watering schedule. A copy of the letter will be forwarded to the Engineer.

Measurement and Payment: Lawn areas outside the construction limits that are damaged by the Contractor shall be repaired in accordance with this special provision at the Contractor's expense. Sod Repair will be measured per square yard of ground surface on which sod is installed and shall include all labor, equipment and material necessary for the completion of the bid item. Topsoil shall be measured and paid as a separate bid item. Fertilizer shall be measured and paid as a separate bid item.

ITEM 29, "VARIATIONS IN QUANTITIES," ON PAGE GC16 OF THE ACHD GENERAL CONDITIONS, SECOND PARAGRAPH, shall not apply to this bid item.

Payment for this item will be made under:

SSP 29064 – Sod Repair.....Per Square Yard

## **21. SSP 29067B – REPAIR LANDSCAPING**

Description: This item consists of furnishing all labor, equipment and material necessary to repair the existing landscaping at locations shown on the plans or as directed by ACHD.

Materials: All materials shall conform to the ISPWC and the ACHD ADOPTED REVISIONS AND SUPPLEMENTS, if applicable, and shall be equal to, or of better quality than existing materials. Materials may include landscape edging, landscaping bark, perma-bark, small bushes, trees smaller than 2-inch caliper, various annuals, perennials and grasses or other plants and materials as required.

Workmanship: The Contractor shall photograph the landscape repair areas prior to construction to document the existing landscaping and shall furnish copies of the photos to ACHD prior to commencing landscape repair. The Contractor shall replace landscaping to equal or better condition.

Measurement and Payment: Repair Landscaping will be measured for each respective item placed by the square yard and shall include all labor, equipment and material necessary for the completion of the bid item.

ITEM 29, "VARIATIONS IN QUANTITIES", ON PAGE GC16 OF THE ACHD GENERAL CONDITIONS, SECOND PARAGRAPH, shall not apply to this bid item.

Payment for this item will be made under:

SSP 29067B – Repair Landscaping.....Per Square Yard

## **22. SSP 29101 – REMOVE & RESET SPRINKLER SYSTEM**

Description: This item consists of furnishing all labor, equipment and material necessary to remove existing sprinkler systems, install and maintain temporary sprinkler systems during construction, adjust/relocate existing sprinkler systems, or install new sprinkler systems at the locations shown on the plans or as directed by the Engineer.

Materials: All materials shall conform to the ISPWC and all ACHD ADOPTED SUPPLEMENTS and shall be equal to, or of better quality than, existing materials. Additional compensation may be granted through a change order for sprinkler lines greater than 1 ½" diameter, required backflow preventers, and new controllers, if necessary.

Workmanship: Prior to commencement of construction, the Contractor shall document the locations of existing sprinkler systems within the construction zone. Documentation shall include, but is not limited to, type and location of existing sprinkler heads, pipe, controllers, valves and control wires. Documentation shall be provided to the Engineer prior to demolition of existing sprinkler systems. Costs associated with providing documentation of existing sprinkler systems shall be considered incidental to this item.

Adjusted/relocated sprinklers shall be installed to restore adequate coverage to remaining landscape areas and new sod areas. Over-spray onto the roadway and sidewalks will not be allowed. Existing sprinklers in the project area shall be adjusted to prevent over-spray onto the roadway and sidewalks as directed by the Engineer.

The Contractor shall maintain all sprinkler systems outside of the construction zone that are impacted by the Contractor's activities. This may require the Contractor to install temporary sprinkler main lines around the construction zone. All costs associated with installing and maintaining temporary sprinkler systems and providing temporary water during construction shall be considered incidental to this item. Contractor shall cut and cap existing lines and supplement existing systems with additional materials as necessary.

Measurement and Payment: Remove and Reset Sprinkler System shall be measured by the linear foot of mainline and lateral pipe that is adjusted/relocated or newly installed, and shall include all labor, equipment and material as necessary for completion of the bid item. Providing and adjusting of individual sprinkler heads shall be measured as ten linear feet each. Adjusting of existing individual sprinkler heads not required to be relocated by the project shall be measured as two linear feet each.

ITEM 29, "VARIATIONS IN QUANTITIES", ON PAGE GC16 OF THE ACHD GENERAL CONDITIONS, SECOND PARAGRAPH, shall not apply to this bid item.

Payment for this item will be made under:

SSP 29101 – Remove & Reset Sprinkler System.....Per Linear Foot

Per Each

Plotted: 8/9/2021 10:18:48 AM  
File Name: c:\pwworking\west01\d1670449\10235303\_TTL\_001.dwg

## LEGEND

(See Standards For Specifics)	
	C.L. of Construction or Survey
	Existing Profile or X-Section Line
	Existing Edge of Pavement or Gravel
	Existing Drain or Irrigation Pipe
	Existing Ditch or Flow line
	Existing Property or Right of Way Line
	Existing Fence and Gate
	Existing Slope
	Existing Curb & Gutter
	Existing Curb(No Gutter)
	Existing Concrete Sidewalk
	Existing Curb,Gutter,Sidewalk and Approach
	Existing Utility Line With Initial
	Water Valve or Meter
	Gas Valve or Meter
	Fire Hydrant
	Signal Pole
	Light Pole
	Utility Pole With Anchor
	Sign, Stop/Street Sign and Mailbox
	Existing and New Manholes
	Existing and New Catch Basin
	New Sediment Box
	Existing and New Irrigation Box
	Deciduous And Evergreen Tree
	Deciduous And Evergreen Bushes
	Existing Building
	River, Creek, or Canal
	Revision Note
	Construction Note
	Street Address
	Property Number or Curve Number
	Bench Mark and Monument
	Section & 1/4 Section Corner
	Design Plan Edge of Pavement or Gravel
	Design Profile For TC or Pipes
	Design Profile Grade Break
	Design Profile PC or PT
	Design Ditch or Flow line
	Design SD or Irrg. Pipe on Plan View
	New Property or Right of Way Line
	New Easement Line
	New Retaining Wall
	Limits of Cut Slope
	Limits of Fill Slope
	Section Line
	New Curb and Gutter
	New Curb, Gutter, Sidewalk, and Approach
	New Ped Ramp
	New Valley Gutter

## UTILITIES

AC	Relocate To New Location And/Or Adjust To Grade To Avoid New Roadway Construction By Ada County Highway District
A	Relocate To New Location And/Or Adjust To Grade To Avoid New Roadway Construction By AT&T
CO	Relocate To New Location And/Or Adjust To Grade To Avoid New Roadway Construction By Cable One
FO	Relocate To New Location And/Or Adjust To Grade To Avoid New Roadway Construction By CenturyLink
G	Relocate To New Location And/Or Adjust To Grade To Avoid New Roadway Construction By Intermountain Gas
P	Relocate To New Location And/Or Adjust To Grade To Avoid New Roadway Construction By Idaho Power
S	Relocate To New Location And/Or Adjust To Grade To Avoid New Roadway Construction By City Of Boise
W	Relocate To New Location And/Or Adjust To Grade To Avoid New Roadway Construction By Suez
SY	Relocate To New Location And/Or Adjust To Grade To Avoid New Roadway Construction By Syringa
Z	Relocate To New Location And/Or Adjust To Grade To Avoid New Roadway Construction By Zayo

Utility Information Is Shown Only For Surface Features And If Provided By The Owner Of The Utility For Non-Surface Features.

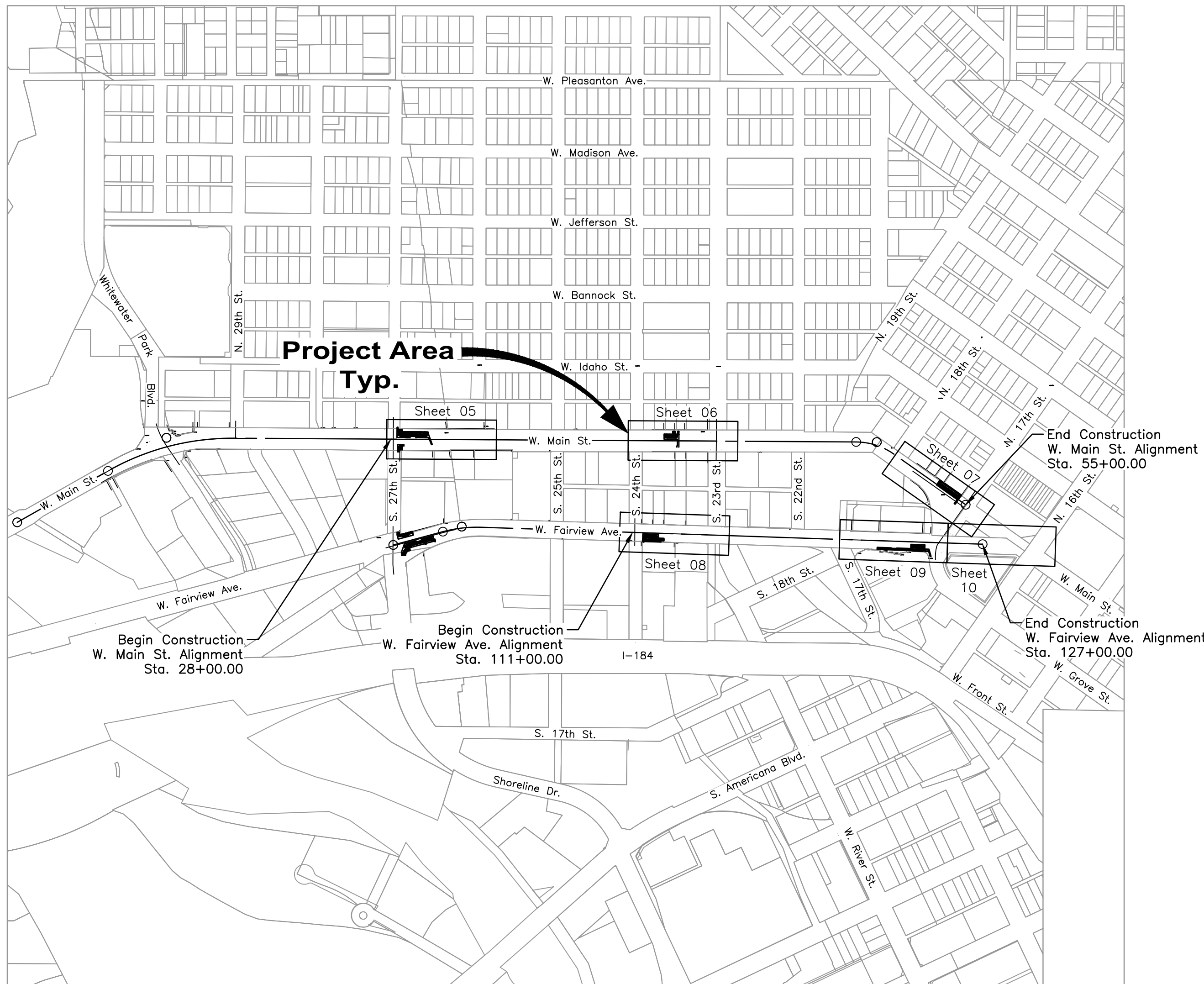
Utility Adjustments, Relocations, Or Replacements May Or May Not Be Completed Prior To Construction. The Contractor Shall Coordinate And Accommodate Work With The Utility Companies.

Call Digline 48 Hours Prior To Excavation  
Phone #811 To Request Underground Utility Locates.

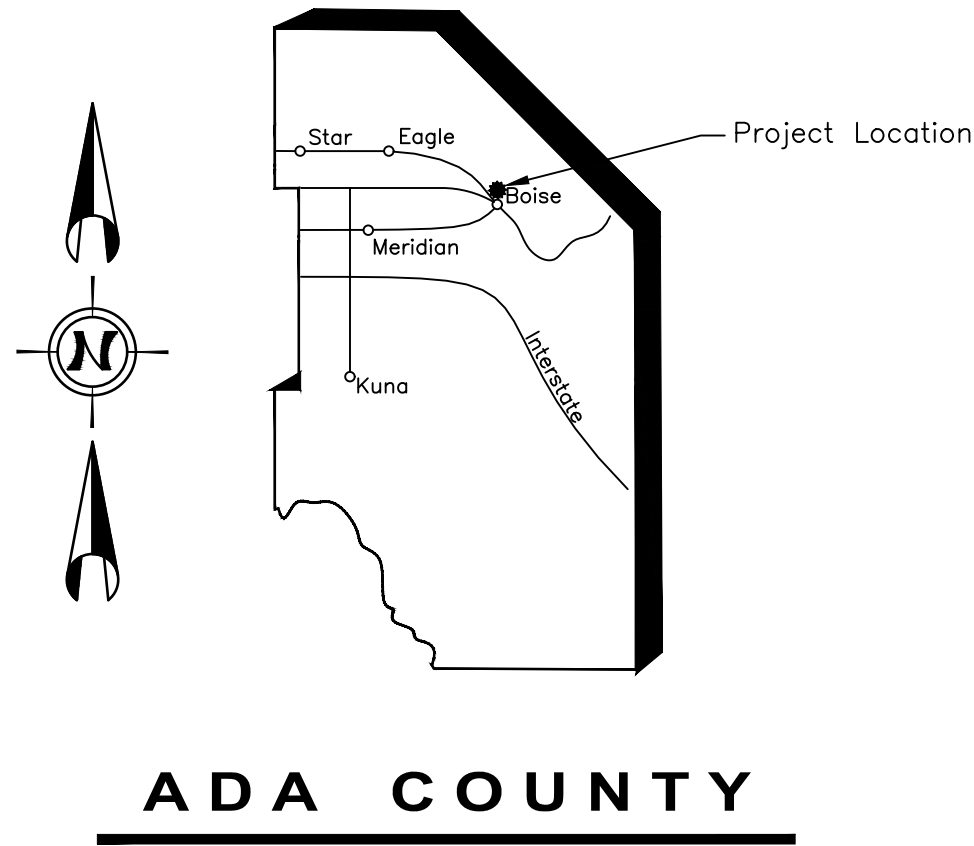
	Sod Repair
	Asphalt Repair
	Gravel Repair
	Landscape Rock
	Flow Line Directional Arrow
	Limits Of Disturbance
	Fiber Wattle
	Inlet Protection
	Pipe Flow Direction Arrow

# Capital City Development Corp.

## Main & Fairview Transit Stations Project Number: PO# 200085



Vicinity Map



## INDEX OF SHEETS

Sheet No.	Description
01	Title Sheet
02	Survey Control Plan
03-04	Typical Sections
05-09	Plan & Profile Sheets
10	Pavement Marking Plan Sheet
11-13	Transit Island Details
14	Bicycle Ramp & Ped Ramp Details
15	Advance Construction Signage
16-21	Temporary Traffic Control Plans

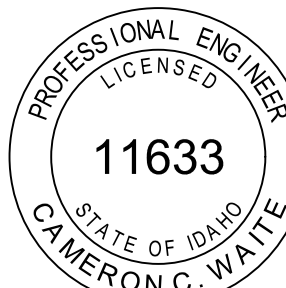
## PAVEMENT MARKING LEGEND

Refer To ACHD Standard Traffic Details (TS Series) For Construction Details & Installation Requirements

3	—	4" White — Lane Line 7' Length & 18' Gap
4	—	4" White — Lane Line 12' Length & 38' Gap
12	- - -	8" White — Bike Lane At Int. 2' Length & 6' Gap
14	- - -	4" White — Cat Track 2' Length & 6' Gap
15	—	8" White — Channelizing\Bike Lane
17	—	4" White — Right Edge
18		24" (9' Wide) White — Cross Walk
19	—	24" White — Stop Bar
23	***	Yield Line (12"x18" Triangles)
24	↑	Bike Lane Marking & Arrow
25	▲	Speed Hump Marking
26	↩	Left/Right Turn Arrow
27	↑	Thru Arrow
28	↗	Thru/Left/Right Arrow

**HR** 412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706

The Engineer of Record certifies that the plans are prepared in substantial conformance with the ACHD Policy and standards in effect at the time of preparation. The Engineer acknowledges that ACHD assumes no liability for errors or deficiencies in the design. All variances from ACHD Policy shall be approved in writing. The following variances, listed by date and short description, were approved for the project: NONE





Parcel ID No.	Parcel Assessor ID Number	Record Owner	Assessed Ownership Size (SF)	Prescriptive ROW (SF)	Right of Way Required (SF)	Easements (SF)		Remaining Ownership Size (SF)	Construction Sheet Number	Proposed Fencing	Adjacent Project Numbers
						Perm. S,U,D,I	Temp.				
1	R9323500970	27th & Main LLC	45,738				564	45,738	8		
2	R2734252365	BRM Foundation Inc.	20,691				552	20,691	9		
3	R1431000090	Alscott Real Estate LLC	110,642				251	110,642	10		

## MONUMENTS

CP-1 - Brass Cap  
Sta. 20+55.17, 49.05' Lt.  
Elev. 2670.95  
N. 713049.39  
E. 2498879.01

CP-2 - Aluminum Cap  
Sta. 33+45.37, 49.88' Rt.  
Elev. 2676.22  
N. 712942.81  
E. 2500169.27

CP-3 - Brass Cap  
Sta. 53+61.91, 92.80' Rt.  
Elev. 2680.88  
N. 712700.43  
E. 2502073.19

CP-4 - Brass Cap  
Sta. 16+81.97, 35.34' Rt.  
Elev. 2674.93  
N. 712409.27  
E. 2499494.92

CP-5 - Brass Plug  
Sta. 114+43.55, 39.98' Rt.  
Elev. 2677.88  
N. 712519.31  
E. 2501059.62

CP-6 - Brass Plug  
Sta. 116+31.19, 39.78' Lt.  
Elev. 2679.70  
N. 712592.69  
E. 2501249.85

CP-7 - Brass Cap  
Sta. 16+81.97, 35.34' Rt.  
Elev. 2669.92  
N. 712902.73  
E. 2498525.26

## NOTES

Project Coordinates Are Based On ADA County GIS Basemap Datum, Which Is Based On A 2700' Foot Elevation Modification Of The Idaho West (Zone 1103) NAD83 State Plane Coordinate System. The Vertical Datum Is NAVD88. Projection Details Are:  
False Northing = 0.000 sft  
False Easting = 2625138.996 sft  
Latitude Of Origin = 41d40'00.000" N  
Central Meridian = 115d45'00.000" W  
Scale Factor = 1.0001132793

## BENCHMARKS

TBM-51 - Chiseled "X"  
Sta. 50+76.00, 18.99' Lt.  
Elev. 2679.51  
N. 712956.65  
E. 2501902.33

TBM-55 - Chiseled "X"  
Sta. 18+27.76, 40.04' Lt.  
Elev. 2670.34  
N. 713014.49  
E. 2498645.60

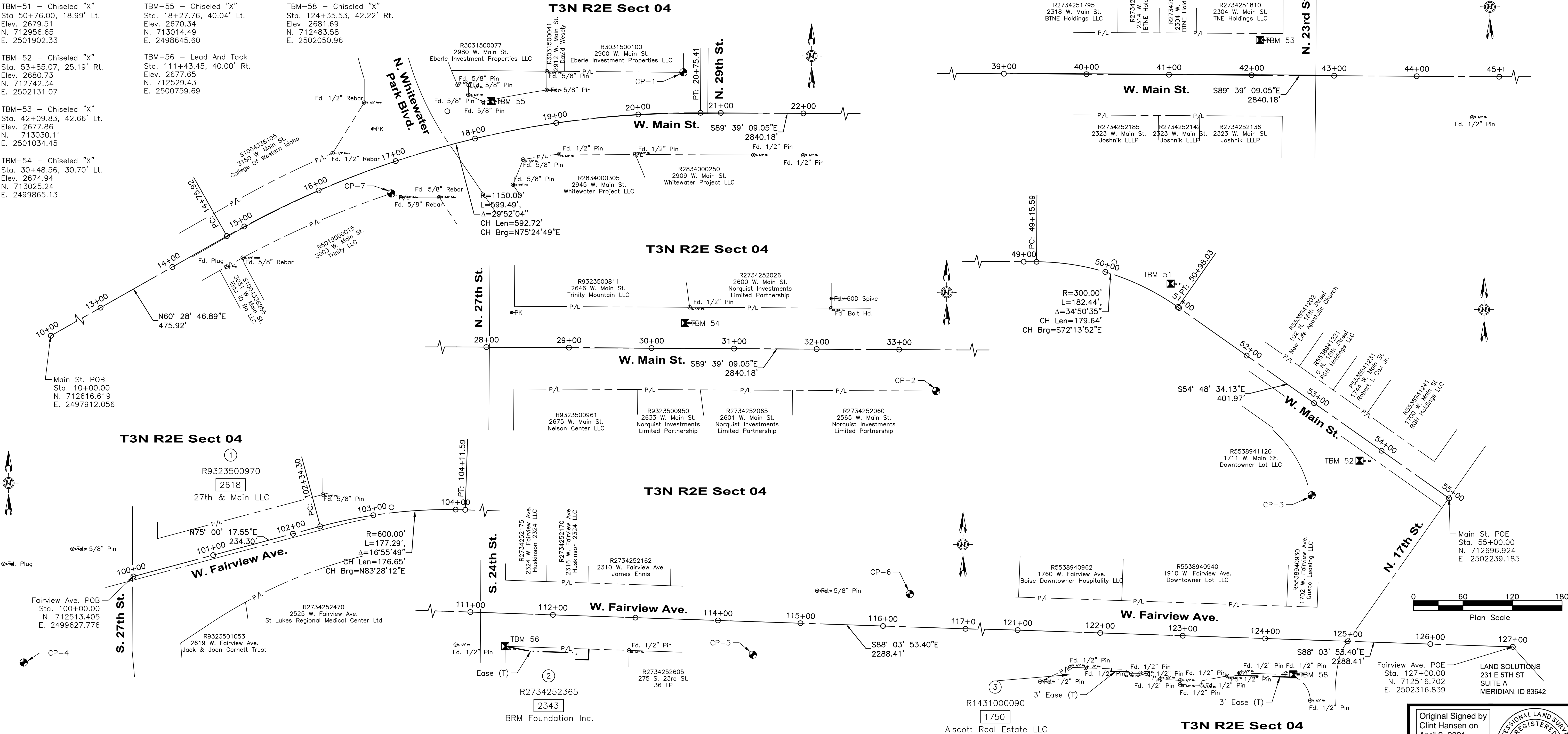
TBM-58 - Chiseled "X"  
Sta. 124+35.53, 42.22' Rt.  
Elev. 2681.69  
N. 712483.58  
E. 2502050.96

TBM-52 - Chiseled "X"  
Sta. 53+85.07, 25.19' Rt.  
Elev. 2680.73  
N. 712742.34  
E. 2502131.07

TBM-56 - Lead And Tack  
Sta. 111+43.45, 40.00' Rt.  
Elev. 2677.65  
N. 712529.43  
E. 2500759.69

TBM-53 - Chiseled "X"  
Sta. 42+09.83, 42.66' Lt.  
Elev. 2677.86  
N. 713030.11  
E. 2501034.45

TBM-54 - Chiseled "X"  
Sta. 30+48.56, 30.70' Lt.  
Elev. 2674.94  
N. 713025.24  
E. 2499865.13



Revisions:

• S I G N A T U R E S •

Design By: C. Hansen

Date: 08/21

Drawn By: HDR

Date: 08/21

Survey Control Plan

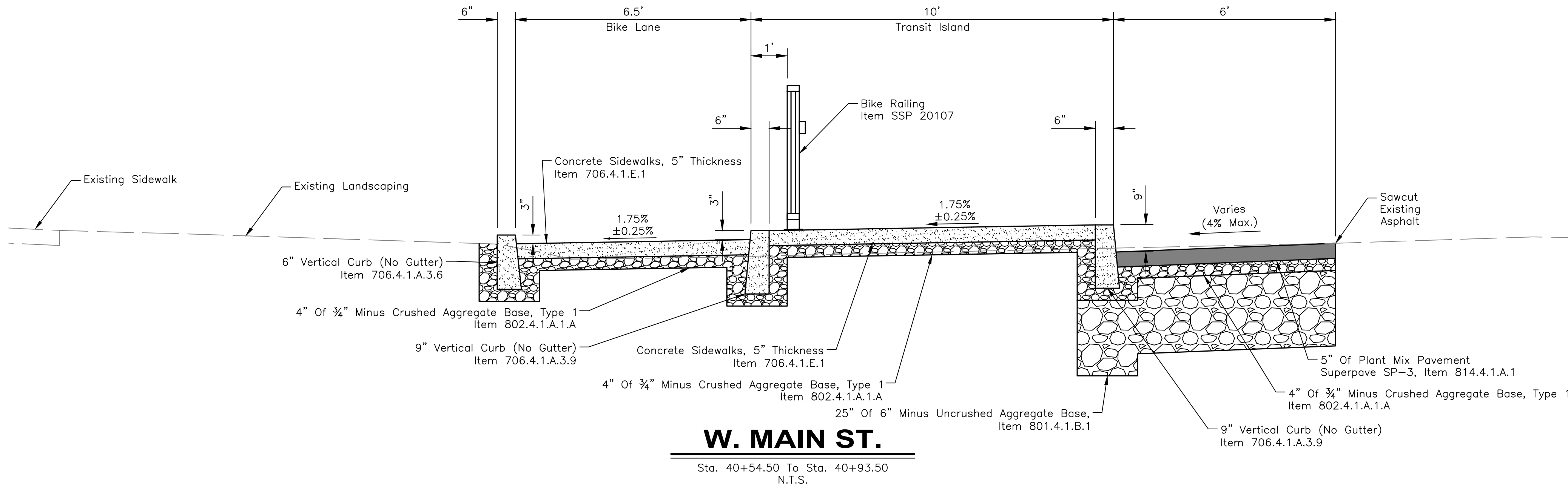
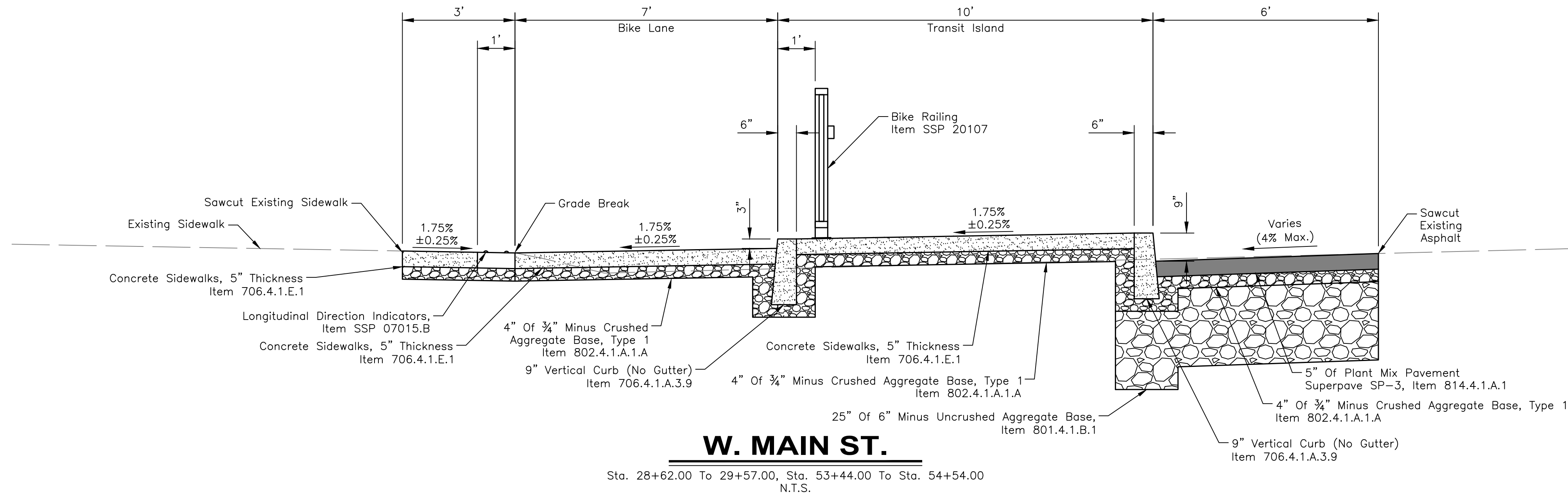
Original Signed by  
Clint Hansen on  
April 2, 2021



NOTES

Actual Field Conditions During Trenching May Require Additional Pavement Repair Beyond The Limits Shown On The Plans. The Following Conditions Are Listed In Section 6000 Of The ACHD Policy Manual.

1. All Asphalt Match Lines For Pavement Repair Shall Be Parallel To The Centerline Of The Street And Include Any Area Damaged By Equipment During Trenching Operations.
2. If The Cumulative Damaged Pavement Area Exceeds 50% Of The Total Road Surface, Contractor Shall Replace The Entire Roadway Surface.
3. Contractor Shall Replace The Pavement Surface To Ensure Match Line Does Not Fall Within The Wheel Path Of A Lane. Match Line Shall Not Fall In The Center Or Edge Of A Travel Lane.
4. Flowable Fill Or Imported Material May Be Required If The Native Trench Material Is Deemed Unsuitable By ACHD Inspector, Does Not Meet Compaction Standards Or Time Is A Critical Factor.
5. Any Exceptions To These Rules Shall Be Pre-Approved In Writing By District Staff Before Construction Begins.



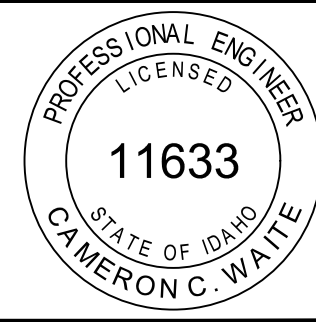
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File Name: c:\pwworking\west01\1670449\10235303\_TYPL\_001.dwg

Revisions:	
Design By: B. Focht	Date: 08/21

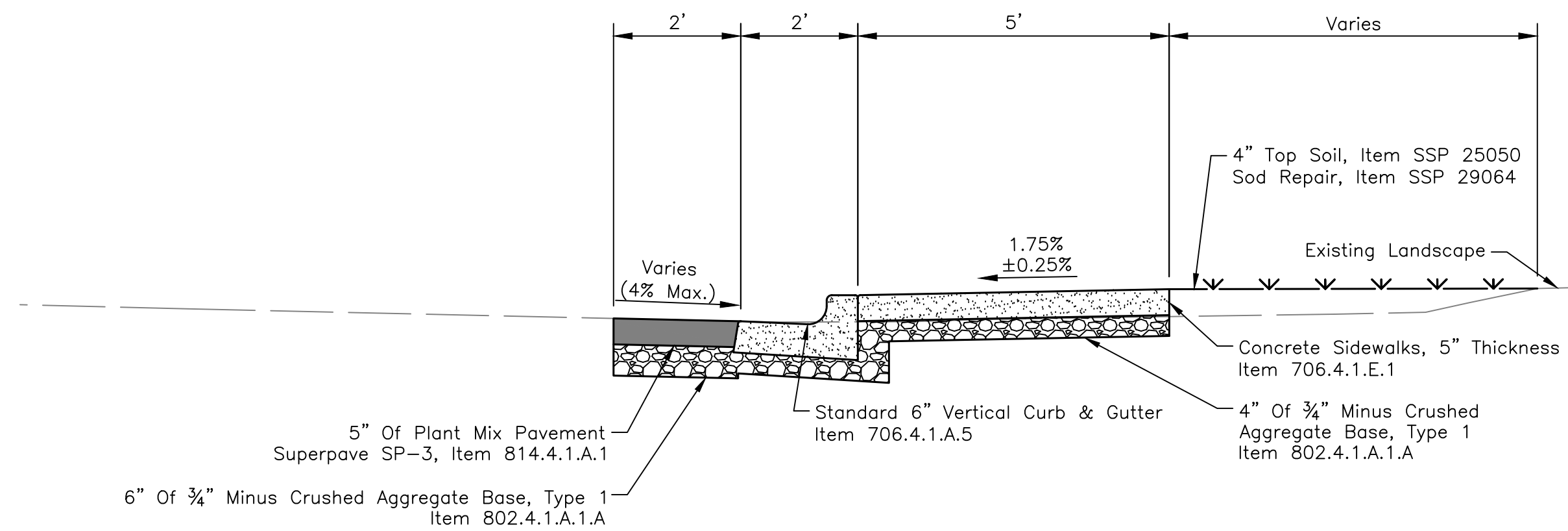
SIGNATURES	
Drawn By: D. Massingale	Date: 08/21

DETAIL TITLE
Typical Sections

412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706

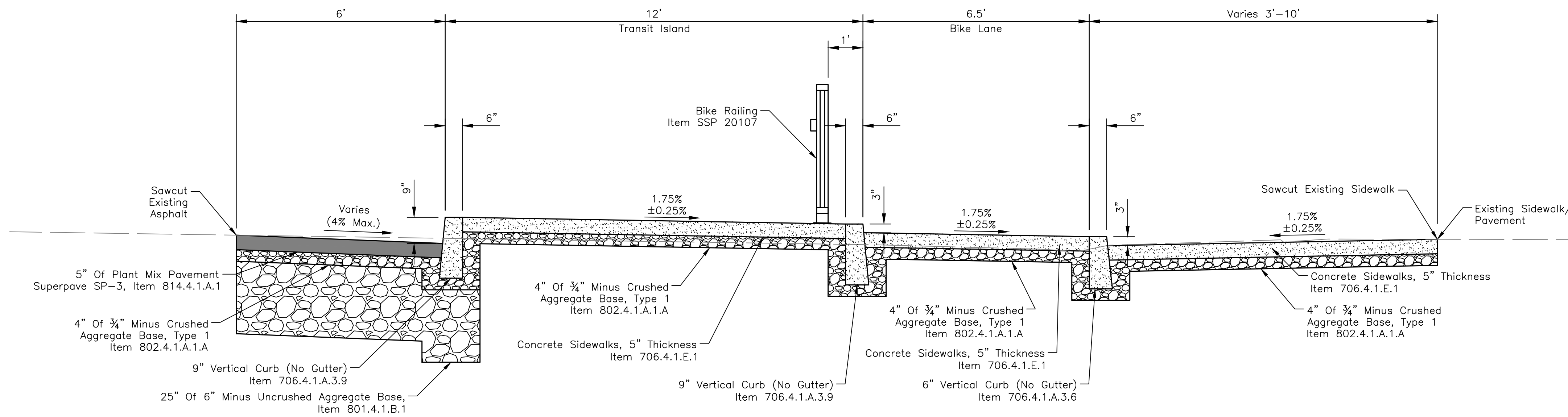


Plotted: 8/9/2021 10:19:55 AM  
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## W. FAIRVIEW AVE. & N. 17TH ST.

Sta. 122+20.00 To Sta. 123+75.00  
N.T.S.



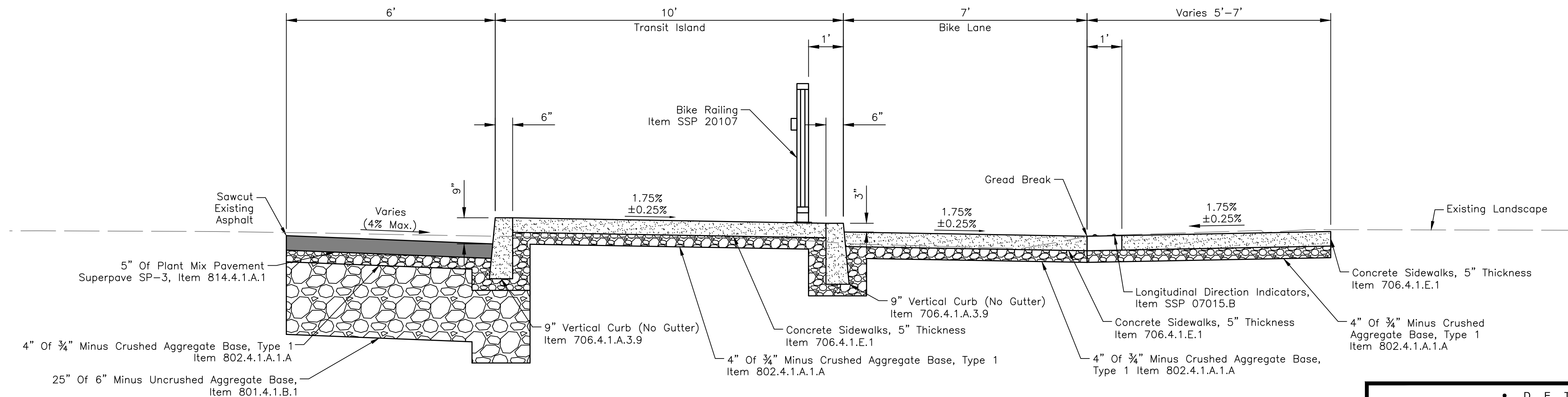
## W. FAIRVIEW AVE. & S. 24TH ST.

N.T.S.

## NOTES

Actual Field Conditions During Trenching May Require Additional Pavement Repair Beyond The Limits Shown On The Plans. The Following Conditions Are Listed In Section 6000 Of The ACHD Policy Manual.

1. All Asphalt Match Lines For Pavement Repair Shall Be Parallel To The Centerline Of The Street And Include Any Area Damaged By Equipment During Trenching Operations.
2. If The Cumulative Damaged Pavement Area Exceeds 50% Of The Total Road Surface, Contractor Shall Replace The Entire Roadway Surface.
3. Contractor Shall Replace The Pavement Surface To Ensure Match Line Does Not Fall Within The Wheel Path Of A Lane. Match Line Shall Not Fall In The Center Or Edge Of A Travel Lane.
4. Flowable Fill Or Imported Material May Be Required If The Native Trench Material Is Deemed Unsuitable By ACHD Inspector, Does Not Meet Compaction Standards Or Time Is A Critical Factor.
5. Any Exceptions To These Rules Shall Be Pre-Approved In Writing By District Staff Before Construction Begins.



## W. FAIRVIEW AVE. & N. 17TH ST.

Sta. 123+75.00 To Sta. 124+35.00  
N.T.S.

• D E T A I L T I T L E •

Revisions:

• S I G N A T U R E S •

Design By: P. Dewit

Date: 08/21

Drawn By: HDR

Date: 08/21

Typical Sections

Capital City Development Corp.

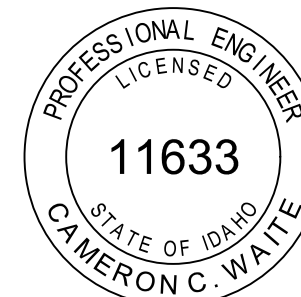
121 N. 9th St. Boise, Idaho 83702  
www.ccdcboise.com

Project Number: PO# 200085

Project Name: Main & Fairview  
Transit Stations

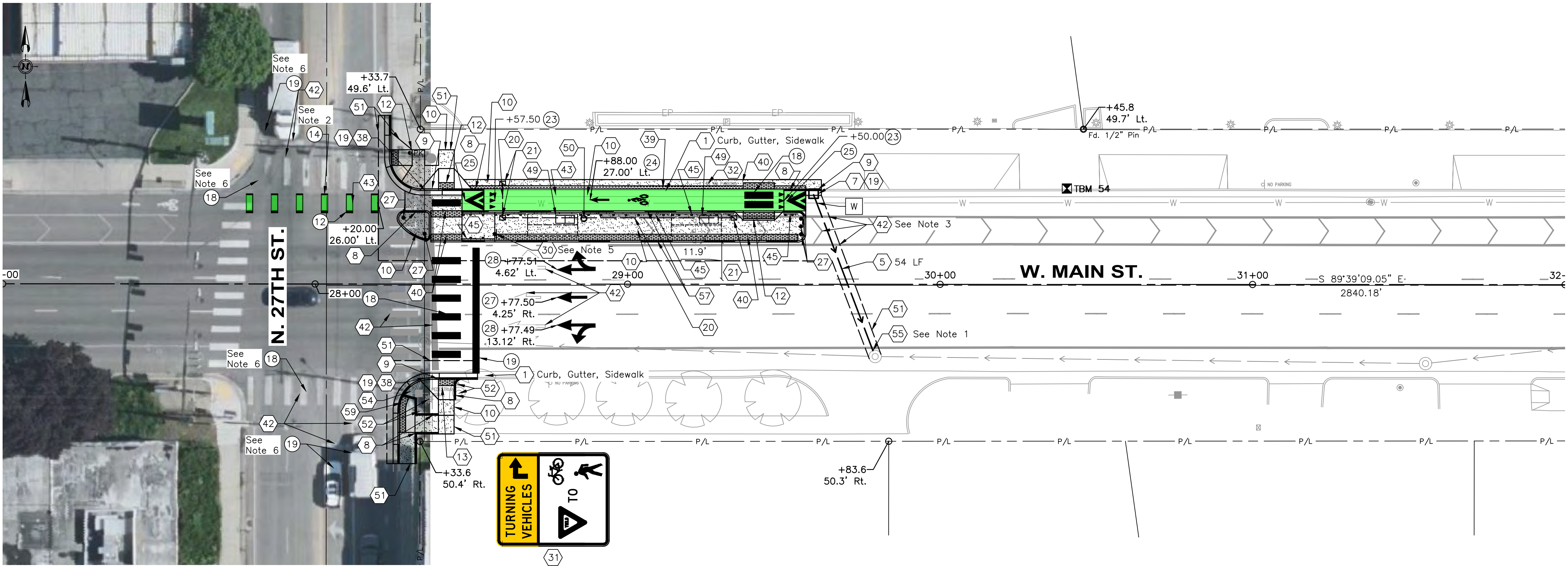
Sheet 04 Of 21

HDR 412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706





T3N R2E Sect 04



NOTES

- 1 Removal of Obstructions, Item 201.4.1.C.1
- 5 12" Storm Drain Pipe, Class C900 PVC, Item 601.4.1.A.5.12
- 7 Catch Basin - Type 1, Item 602.4.1.F.1
- 8 6" Vertical Curb (No Gutter), Item 706.4.1.A.6
- 9 Standard 6" Vertical Curb & Gutter, Item 706.4.1.A.5
- 10 Concrete Sidewalks, Thickness 5", Item 706.4.1.E.1
- 12 Ped. Ramp w/ Detectable Warning Domes Type A, Item 706.4.1.H.1.A
- 13 Ped. Ramp w/ Detectable Warning Domes Type C4, Item 706.4.1.H.1.C
- 19 Inlet Protection, Item 1006.4.1.C.1
- 20 Conduit, Size 2-2", Item 1102.4.1.E.1
- 21 Junction Box, Item 1102.4.1.F.1
- 27 Channelizers (White), Item 1134.01.01
- 30 Roadside Traffic Sign Installation (One Metal Post), Item 1135.01.01
- 31 Furnish Roadside Sign Face, Item 1135.01.05
- 32 Remove & Salvage Roadside Sign, Item 1135.01.06
- 38 Curb Inlet Modification, Item SP 06034
- 39 Detectable Warning Devices - Retrofit - Longitudinal, Item SSP 07015.B
- 40 Detectable Warning Devices - Retrofit - Transit Island, Item SSP 07015.A
- 42 Obliterate Pavement Markings, Item SSP 11400
- 43 Green Paint, Item SP 11500
- 45 Bike Railing, Item SSP 20107
- 49 Pedestrian Bench And Bus Shelter To Be Installed By Others.
- 50 Trash Can To Be Installed By Others.
- 51 Sawcut Neat Line. Match Existing. See Standard Drawings ISPMC SD-806, Incidental To Project
- 52 Retain & Protect
- 54 Repair Landscaping, Item SSP 29067B
- 55 Connect New 12" PVC Pipe To Existing Storm Drain Structure, Incidental To Item 601.4.1.A.5.12
- 57 9" Vertical Curb (No Gutter), Item 706.4.1.A.3.9
- 59 Ped Ramp w/ Detectable Warning Domes, Type G, Item 706.4.1.H.1.G

General Notes

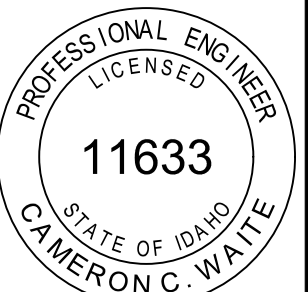
1. Contractor To Verify Type Of Manhole At Sta. 29+79.23. If Not Stormwater Manhole, Must Furnish New Stormwater Manhole, Item 602.4.1.E.1.48.
2. Paint Bike Lane Line Extension Through Intersection And Align With Existing Bike Lane West Of Intersection.
3. Replace All Pavement Markings Impacted By Storm Drain Crossings. Incidental To Other Pavement Marking Items.
4. Mount Sign To Mast Arm Of Signal Pole In Northwest Corner Of Intersection, Incidental To Item 1135.01.05. Refer To ACHD Standard Traffic Details (TS Series) For Installation Details & Requirements.
5. VRT Will Supply Bus Stop Sign To Mount On Post.
6. Prior To Placement Of Any Pavement Markings Contact ACHD Inspection For Verification Of Compliance With Policy And Existing Pavement Markings.

BENCH MARKS:

TBM-54 - Chiseled "X"  
Sta. 30+48.56, 30.70' Lt.  
Elev. 2674.94  
N. 713025.24  
E. 2499865.13

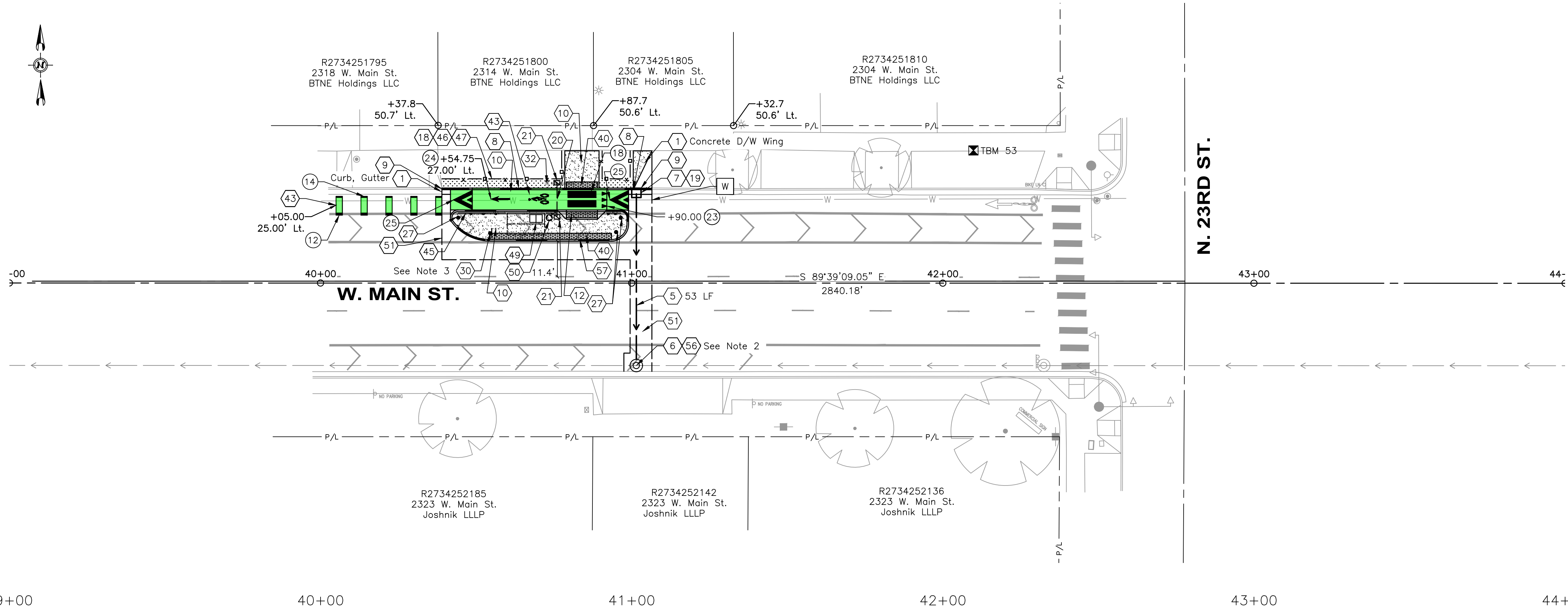


412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706





T3N R2E Sect 04



NOTES

- 1 Removal of Obstructions, Item 201.4.1.C.1
- 5 12" Storm Drain Pipe, Class C900 PVC, Item 601.4.1.A.5.12
- 6 Storm Drain Catch Manhole, Item 602.4.1.E.1.48
- 7 Catch Basin - Type 1, Item 602.4.1.F.1
- 8 6" Vertical Curb (No Gutter), Item 706.4.1.A.6
- 9 Standard 6" Vertical Curb & Gutter, Item 706.4.1.A.5
- 10 Concrete Sidewalks, Thickness 5", Item 706.4.1.E.1
- 12 Ped. Ramp w/ Detectable Warning Domes Type A, Item 706.4.1.H.1.A
- 18 Biofilter Bags, Item 1003.4.1.B.1
- 19 Inlet Protection, Item 1006.4.1.C.1
- 20 Conduit, Size 2-2", Item 1102.4.1.E.1
- 21 Junction Box, Item 1102.4.1.F.1
- 27 Channelizers (White), Item 1134.01.01
- 30 Roadside Traffic Sign Installation (One Metal Post), Item 1135.01.01
- 32 Remove & Salvage Roadside Sign, Item 1135.01.06
- 40 Detectable Warning Devices - Retrofit - Transit Island, Item SSP 07015.A
- 42 Obliterate Pavement Markings, Item SSP 11400
- 43 Green Paint, Item SP 11500
- 45 Bike Railing, Item SSP 20107
- 46 4" Top Soil, Item SSP 25050
- 47 Sod Repair, Item SSP 29064
- 49 Pedestrian Bench And Bus Shelter To Be Installed By Others.
- 50 Trash Can To Be Installed By Others.
- 51 Sawcut Neat Line. Match Existing. See Standard Drawings ISPCW SD-806, Incidental To Project
- 56 Connect New Storm Drain Catch Manhole To Existing Storm Drain Pipe, Incidental To Item 602.4.1.E.1.48
- 57 9" Vertical Curb (No Gutter), Item 706.4.1.A.3.9

General Notes

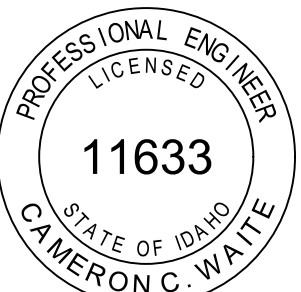
1. Paint Bike Lane Line Extension Through Driveway Approach And Align With Existing Bike Lane West Of Approach.
2. Replace All Pavement Markings Impacted By Storm Drain Crossing. Incidental To Other Pavement Marking Items.
3. VRT Will Supply Bus Stop Sign To Mount On Post.
4. Prior To Placement Of Any Pavement Markings Contact ACHD Inspection For Verification Of Compliance With Policy And Existing Pavement Markings.

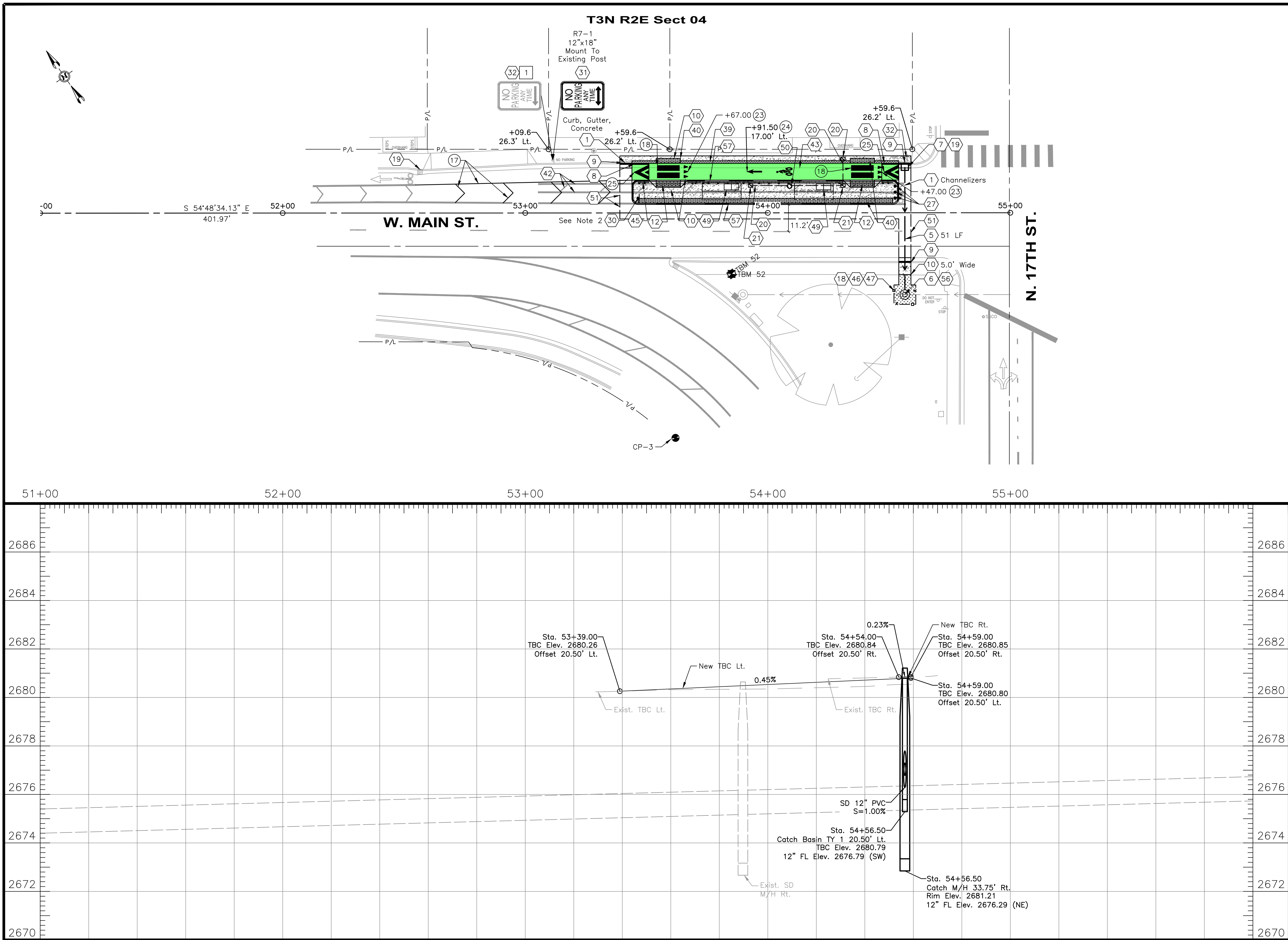
BENCH MARKS:

TBM-53 - Chiseled "X"  
Sta. 42+09.83, 42.66' Lt.  
Elev. 2677.86  
N. 713030.11  
E. 2501034.45



412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706





## NOTES

- |    |   |
|----|---|
|    | Removal of Obstructions, Item 201.4.1.C.1   |
| 5  | 12" Storm Drain Pipe, Class C900 PVC, Item 601.4.1.A.5.12   |
| 6  | Storm Drain Catch Manhole, Item 602.4.1.E.1.48  |
| 7  | Catch Basin – Type 1, Item 602.4.1.F.1  |
| 8  | 6" Vertical Curb (No Gutter), Item 706.4.1.A.6  |
| 9  | Standard 6" Vertical Curb & Gutter, Item 706.4.1.A.5  |
| 10 | Concrete Sidewalks, Thickness 5", Item 706.4.1.E.1  |
| 12 | Ped. Ramp w/ Detectable Warning Domes Type A, Item 706.4.1.H.1.A                                      |
| 18 | Biofilter Bags, Item 1003.4.1.B.1   |
| 19 | Inlet Protection, Item 1006.4.1.C.1   |
| 20 | Conduit, Size 2–2", Item 1102.4.1.E.1   |
| 21 | Junction Box, Item 1102.4.1.F.1   |
| 27 | Channelizers (White), Item 1134.01.01   |
| 30 | Roadside Traffic Sign Installation (One Metal Post), Item 1135.01.01                                  |
| 31 | Furnish Roadside Sign Face, Item 1135.01.05   |
| 32 | Remove & Salvage Roadside Sign, Item 1135.01.06   |
| 39 | Detectable Warning Devices – Retrofit – Longitudinal, Item SSP 07015.B                                |
| 40 | Detectable Warning Devices – Retrofit – Transit Island, Item SSP 07015.A                              |
| 42 | Obliterate Pavement Markings, Item SSP 11400  |
| 43 | Green Paint, Item SP 11500  |
| 45 | Bike Railing, Item SSP 20107  |
| 46 | 4" Top Soil, Item SSP 25050   |
| 47 | Sod Repair, Item SSP 29064  |
| 49 | Pedestrian Bench And Bus Shelter To Be Installed By Others.   |
| 50 | Trash Can To Be Installed By Others.  |
| 51 | Sawcut Neat Line. Match Existing. See Standard Drawings ISPPC SD–806, Incidental To Project           |
| 56 | Connect New Storm Drain Catch Manhole To Existing Storm Drain Pipe, Incidental To Item 602.4.1.E.1.48 |
| 57 | 9" Vertical Curb (No Gutter), Item 706.4.1.A.3.9  |
| 1  | Remove Sign Face Only   |

## General Notes

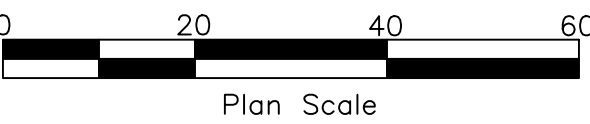
1. Replace All Pavement Markings Impacted By Storm Drain Crossing. Incidental To Other Pavement Marking Items.
2. VRT Will Supply Bus Stop Sign To Mount On Post.
3. Prior To Placement Of Any Pavement Markings Contact ACHD Inspection For Verification Of Compliance With Policy And Existing Pavement Markings.

## MONUMENTS

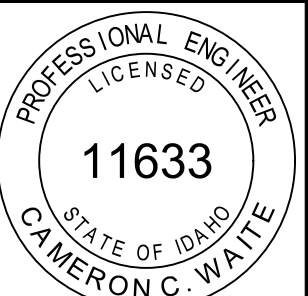
CP-3 - Brass Cap  
Sta. 53+61.91, 92.80' Rt.  
Elev. 2680.88  
N. 712700.43  
E. 2502073.19

## BENCH MARKS:

TBM-52 - Chiseled "X"  
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Elev. 2680.73  
N. 712742.34  
E. 2502131.07                      0

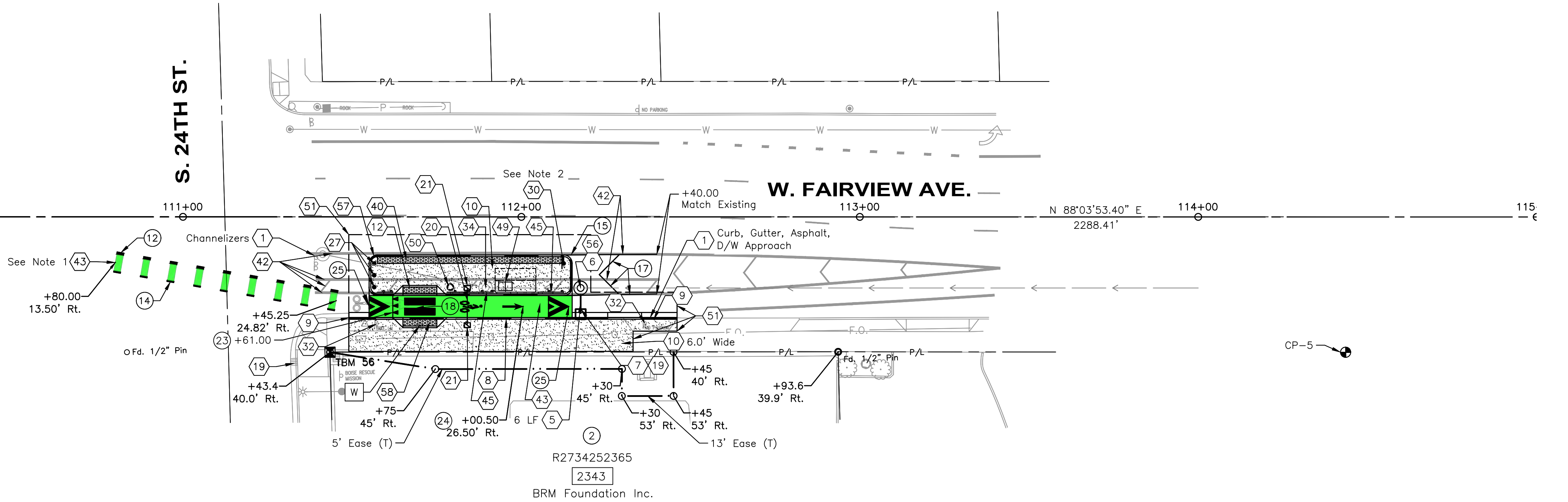


12 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706





T3N R2E Sect 04



NOTES

- 1 Removal of Obstructions, Item 201.4.1.C.1
- 5 12" Storm Drain Pipe, Class C900 PVC, Item 601.4.1.A.5.12
- 6 Storm Drain Catch Manhole, Item 602.4.1.E.1.48
- 7 Catch Basin - Type 1, Item 602.4.1.F.1
- 8 6" Vertical Curb (No Gutter), Item 706.4.1.A.6
- 9 Standard 6" Vertical Curb & Gutter, Item 706.4.1.A.5
- 10 Concrete Sidewalks, Thickness 5", Item 706.4.1.E.1
- 12 Ped. Ramp w/ Detectable Warning Domes Type A, Item 706.4.1.H.1.A
- 19 Inlet Protection, Item 1006.4.1.C.1
- 20 Conduit, Size 2-2", Item 1102.4.1.E.1
- 21 Junction Box, Item 1102.4.1.F.1
- 27 Channelizers (White), Item 1134.01.01
- 30 Roadside Traffic Sign Installation (One Metal Post), Item 1135.01.01
- 32 Remove & Salvage Roadside Sign, Item 1135.01.06
- 34 Storm Drain Manhole - Adjust to Grade, Item 2030.4.1.A.1.A
- 40 Detectable Warning Devices - Retrofit - Transit Island, Item SSP 07015.A
- 42 Obliterate Pavement Markings, Item SSP 11400
- 43 Green Paint, Item SP 11500
- 45 Bike Railing, Item SSP 20107
- 49 Pedestrian Bench And Bus Shelter To Be Installed By Others.
- 50 Trash Can To Be Installed By Others.
- 51 Sawcut Neat Line. Match Existing. See Standard Drawings ISPMC SD-806, Incidental To Project
- 56 Connect New Storm Drain Catch Manhole To Existing Storm Drain Pipe, Incidental To Item 602.4.1.E.1.48
- 57 9" Vertical Curb (No Gutter), Item 706.4.1.A.3.9
- 58 Ped. Ramp w/ Detectable Warning Domes Type B, Item 706.4.1.H.1.B

General Notes

1. Paint Bike Lane Line Extension Through Intersection And Align With Existing Bike Lane West Of Intersection.
2. VRT Will Supply Bus Stop Sign To Mount On Post.
3. Prior To Placement Of Any Pavement Markings Contact ACHD Inspection For Verification Of Compliance With Policy And Existing Pavement Markings.

MONUMENTS:

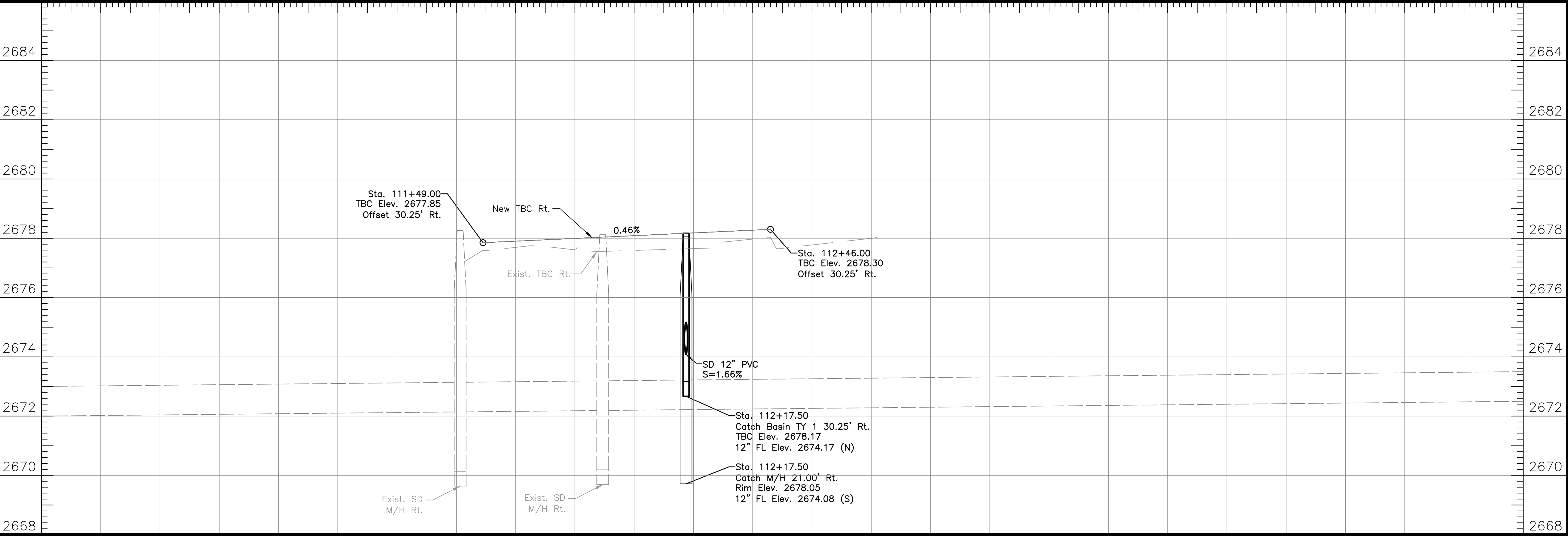
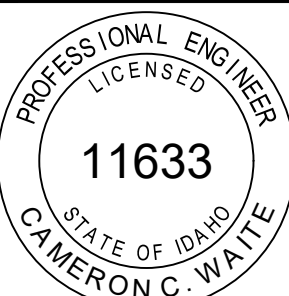
CP-5 - Brass Plug  
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Elev. 2677.88  
N. 712519.31  
E. 2501059.62

BENCH MARKS:

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Sta. 111+43.45, 40.00' Rt.  
Elev. 2677.65  
N. 712529.43  
E. 2500759.69



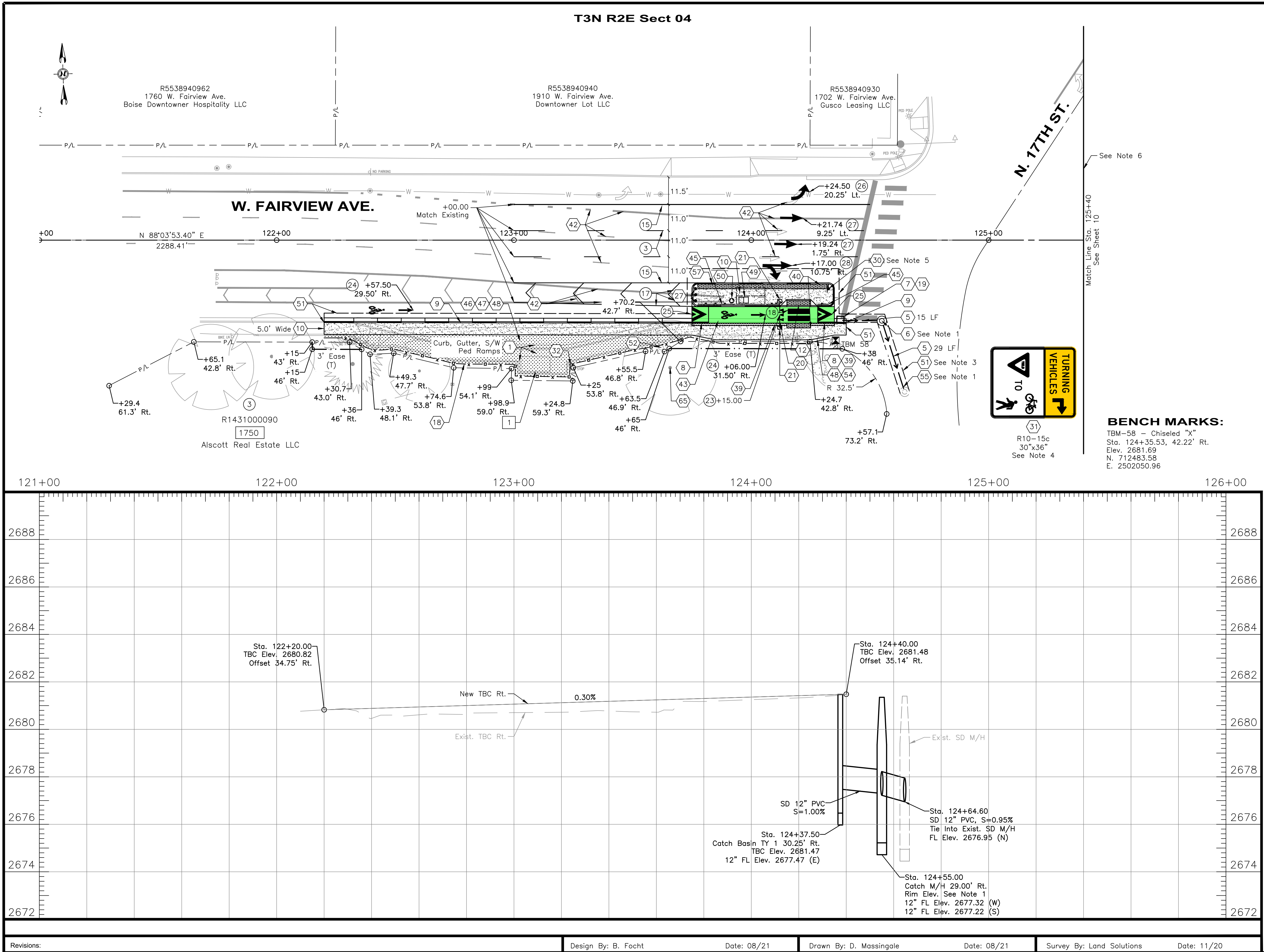
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SUITE 100  
BOISE, ID 83706



Revisions:	Design By: B. Focht	Date: 08/21	Drawn By: D. Massingale	Date: 08/21	Survey By: Land Solutions	Date: 11/20
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T3N R2E Sect 04

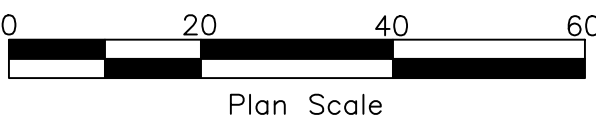


NOTES

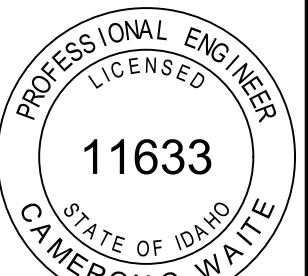
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- 5 12" Storm Drain Pipe, Class C900 PVC, Item 601.4.1.A.5.12
- 6 Storm Drain Catch Manhole, Item 602.4.1.E.1.48
- 7 Catch Basin - Type 1, Item 602.4.1.F.1
- 8 6" Vertical Curb (No Gutter), Item 706.4.1.A.6
- 9 Standard 6" Vertical Curb & Gutter, Item 706.4.1.A.5
- 10 Concrete Sidewalks, Thickness 5", Item 706.4.1.E.1
- 12 Ped. Ramp w/ Detectable Warning Domes Type A, Item 706.4.1.H.1.A
- 18 Biofilter Bags, Item 1003.4.1.B.1
- 19 Inlet Protection, Item 1006.4.1.C.1
- 20 Conduit, Size 2-2", Item 1102.4.1.E.1
- 21 Junction Box, Item 1102.4.1.F.1
- 27 Channelizers (White), Item 1134.01.01
- 30 Roadside Traffic Sign Installation (One Metal Post), Item 1135.01.01
- 31 Furnish Roadside Sign Face, Item 1135.01.05
- 32 Remove & Salvage Roadside Sign, Item 1135.01.06
- 39 Detectable Warning Devices - Retrofit - Longitudinal, Item SSP 07015.B
- 40 Detectable Warning Devices - Retrofit - Transit Island, Item SSP 07015.A
- 42 Obliterate Pavement Markings, Item SSP 11400
- 43 Green Paint, Item SP 11500
- 45 Bike Railing, Item SSP 20107
- 46 4" Top Soil, Item SSP 25050
- 47 Sod Repair, Item SSP 29064
- 48 Remove & Reset Sprinkler System, Item SSP 29101
- 49 Pedestrian Bench And Bus Shelter To Be Installed By Others.
- 50 Trash Can To Be Installed By Others.
- 51 Sawcut Neat Line. Match Existing. See Standard Drawings ISPCW SD-806, Incidental To Project
- 52 Retain & Protect
- 54 Repair Landscaping, Item SSP 29067B
- 55 Connect New 12" PVC Pipe To Existing Storm Drain Structure, Incidental To Item 601.4.1.A.5.12
- 57 9" Vertical Curb (No Gutter), Item 706.4.1.A.3.9
- 65 Trim Tree, Item SSP 29090
- 1 Contractor Will Salvage Existing Bus Shelter And Return To VRT.

General Notes

1. Located Outside Of Survey Limits. Match Existing.
2. Replace Concrete Gutter Where Necessary.
3. Replace All Pavement Markings Impacted By Storm Drain Crossing. Incidental To Other Pavement Marking Items.
4. Mount Sign To Pedestrian Signal Pole In Southeast Corner Of Intersection, Incidental To Item 1135.01.05. Refer To ACHD Standard Traffic Details (TS Series) For Installation Details & Requirements.
5. VRT Will Supply Bus Stop Sign To Mount On Post.
6. Adjust Signal Heads And Signs On Mast Arms For Fairview Ave. To Match New Lane Locations, Incidental To Project.
7. Prior To Placement Of Any Pavement Markings Contact ACHD Inspection For Verification Of Compliance With Policy And Existing Pavement Markings.



HR 412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706





NOTES

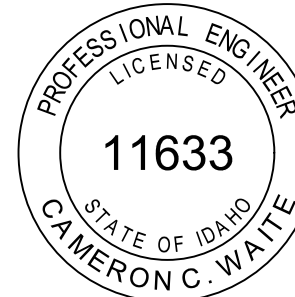
42 Obliterate Pavement Markings, Item SSP 11400

General Notes

1. 120' Shifting Taper, 20:1 Taper Rate.
2. Prior to placement of any pavement markings contact ACHD Inspection for verification of compliance with policy and existing pavement markings.



**HR** 412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706



Revisions:

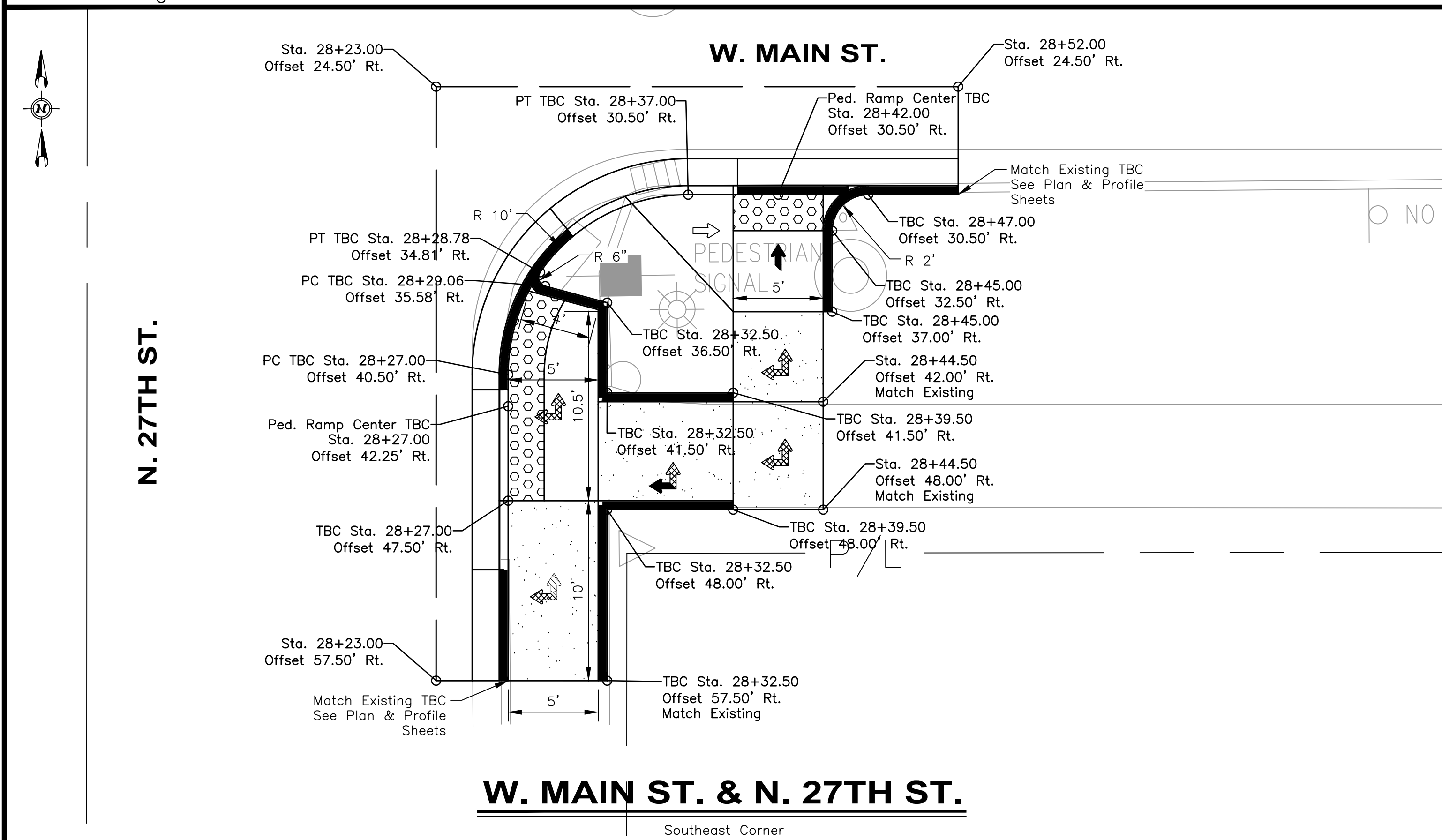
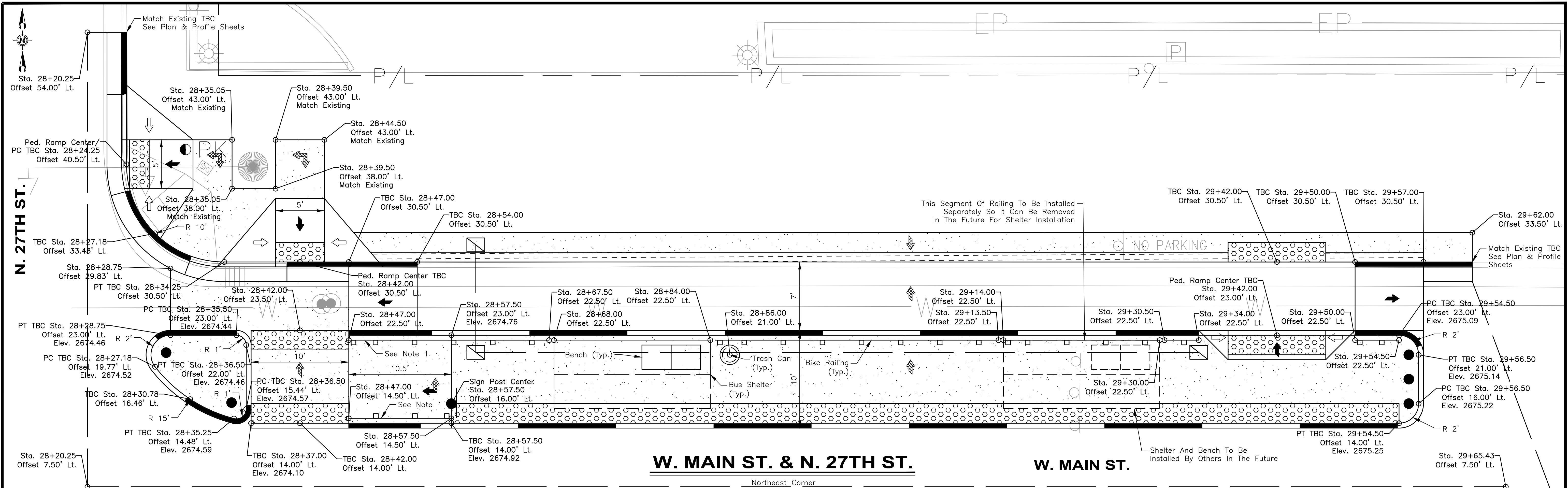
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Design By: B. Focht Date: 08/21 Drawn By: D. Mossingale Date: 08/21






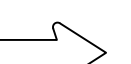
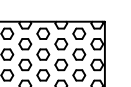
• D E T A I L T I T L E •

Pavement Marking Plan





### LEGEND

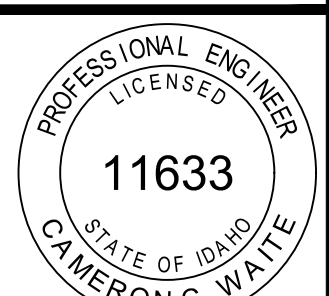
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-  1.75% ± 0.25% (2.00% Max.)
-  -4.75% ± 0.25% (-5.00% Min.)
-  4.75% ± 0.25% (5.00% Max.)
-  8.33% Or Flatter Slope
-  10% Or Flatter Slope
-  Truncated Domes (Refer To ISPPWC SD-712 For More Info.)

### General Notes

- The Runs Of Bike Railing Along The Ramps From The Crosswalks To The Transit Stops Will Have Handrails In Compliance With The 2010 ADA Standards For Accessible Design Section 505 Handrails.



**HR** 412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706

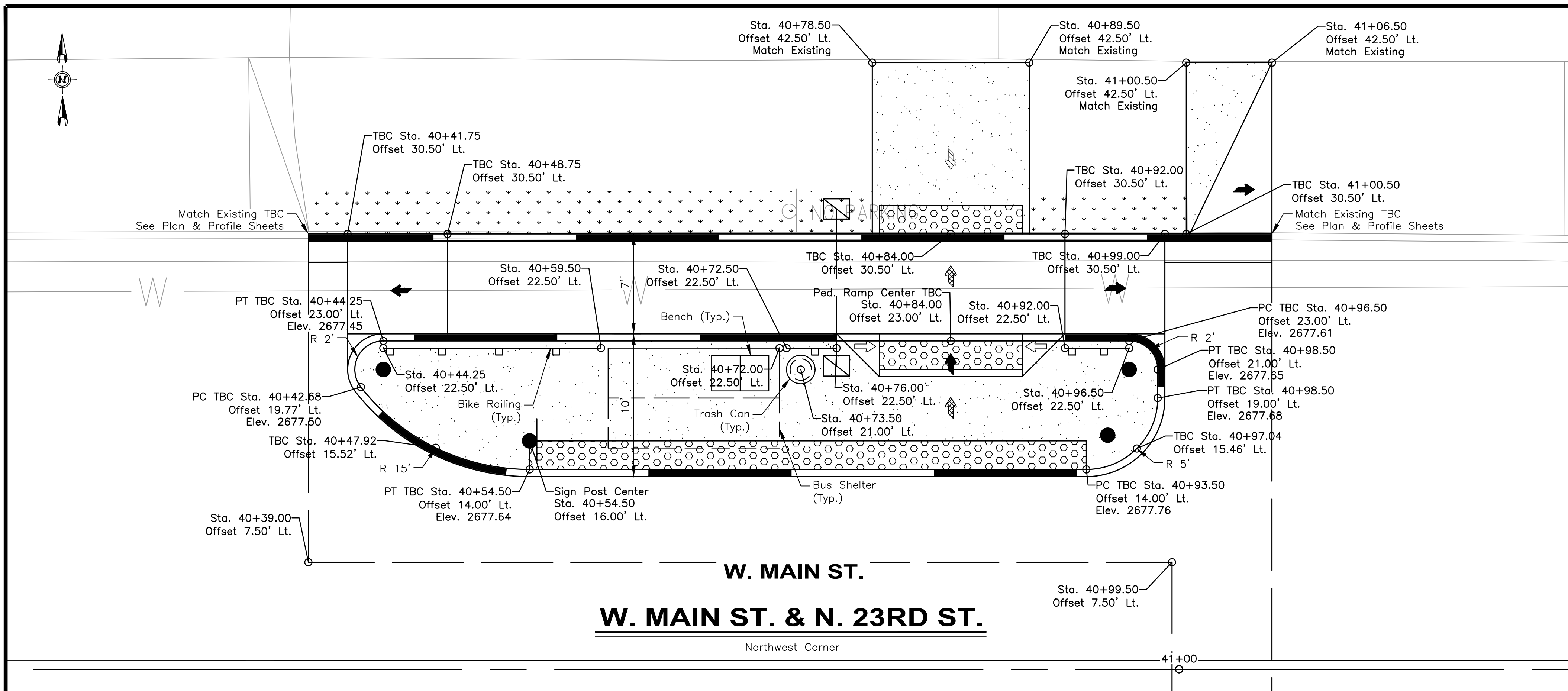


Revisions:

SIGNATURES			
Design By: B. Focht	Date: 08/21	Drawn By: D. Massingale	Date: 08/21

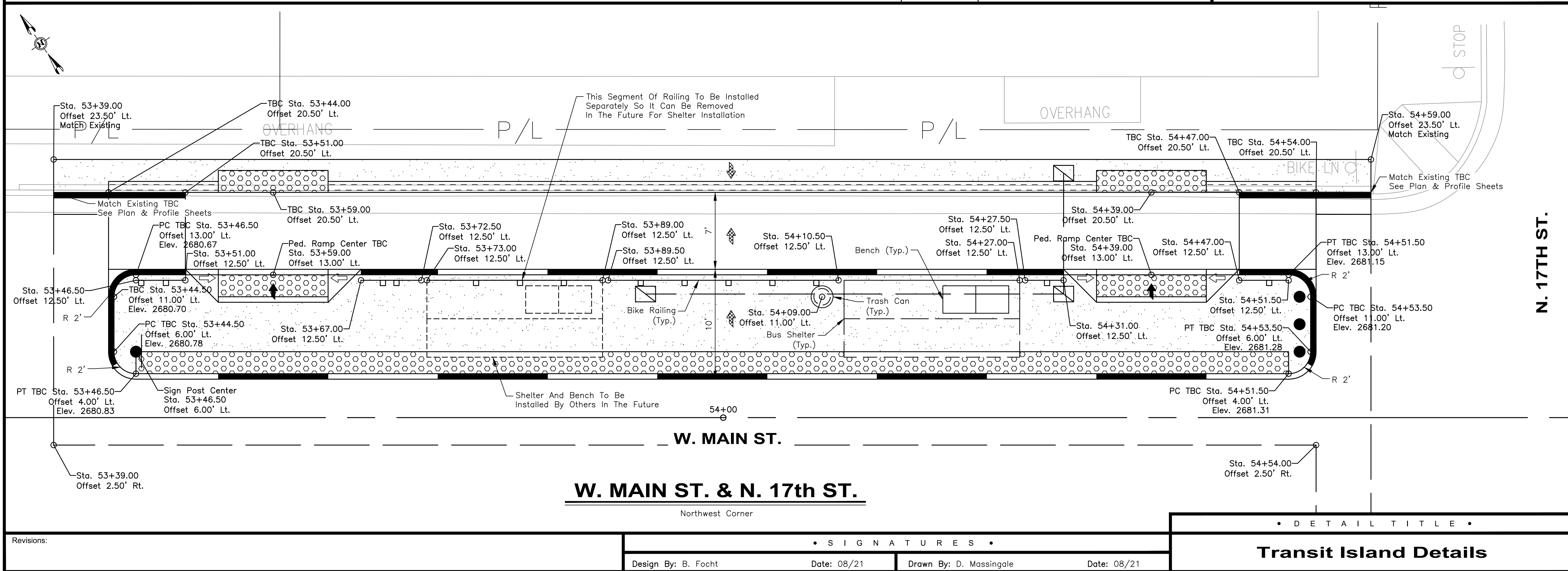
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Transit Island Details	

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### LEGEND

- 1.75% ± 0.25% (-2.00% Max.)  
1.75% ± 0.25% (2.00% Max.)
- 4.75% ± 0.25% (-5.00% Min.)  
4.75% ± 0.25% (5.00% Max.)
- 8.33% Or Flatter Slope
- 10% Or Flatter Slope
- Truncated Domes (Refer To ISPWC SD-712 For More Info.)

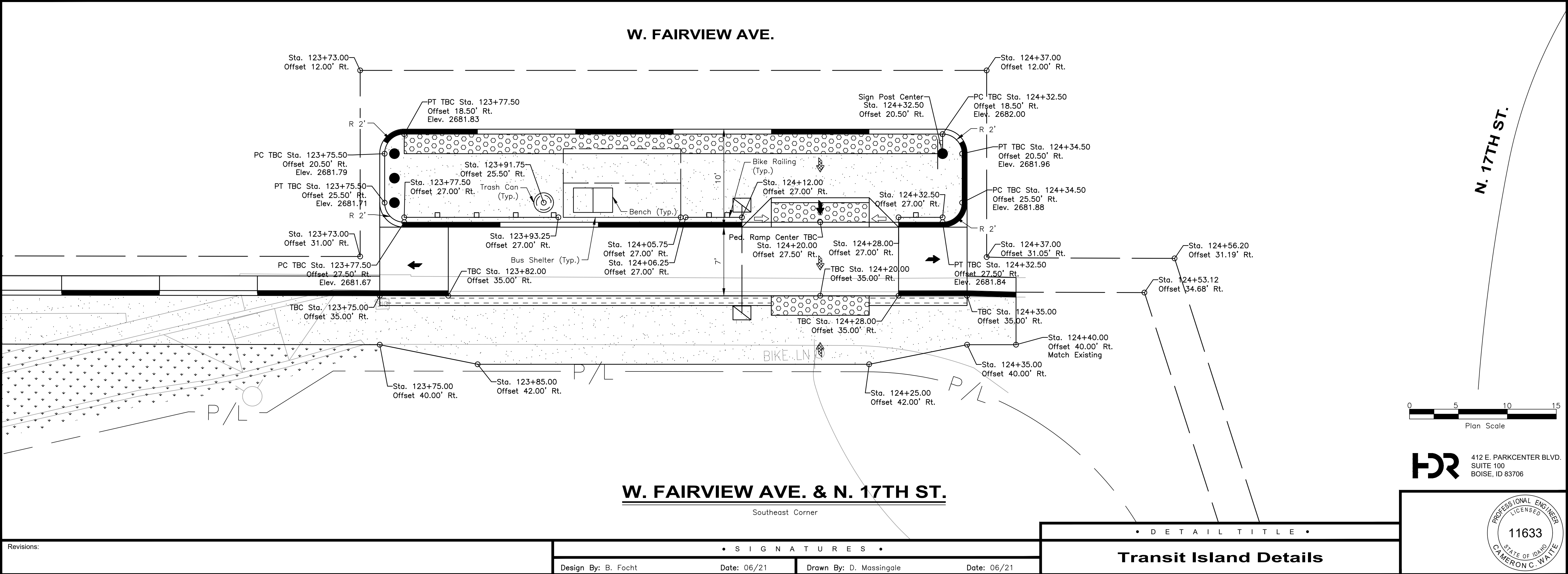
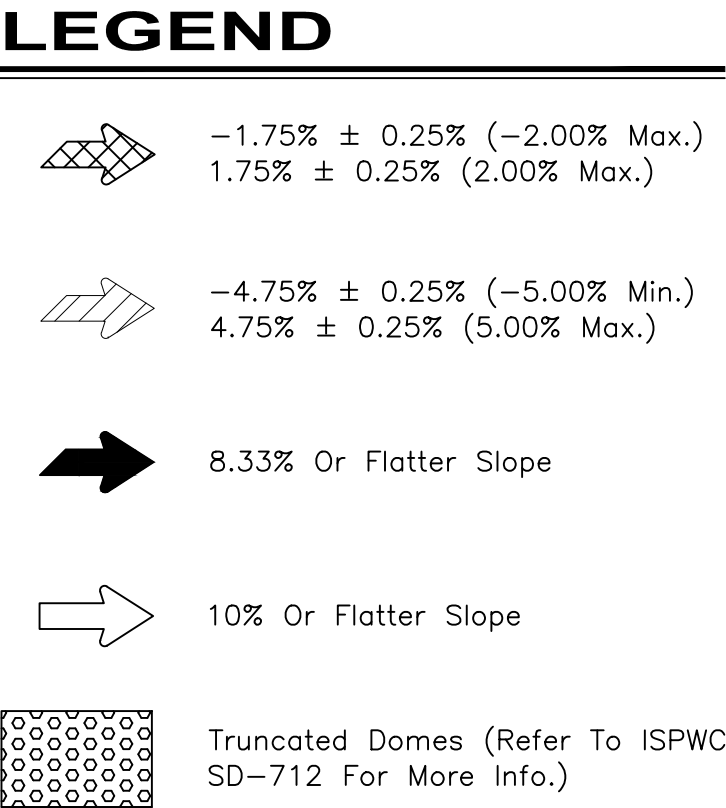
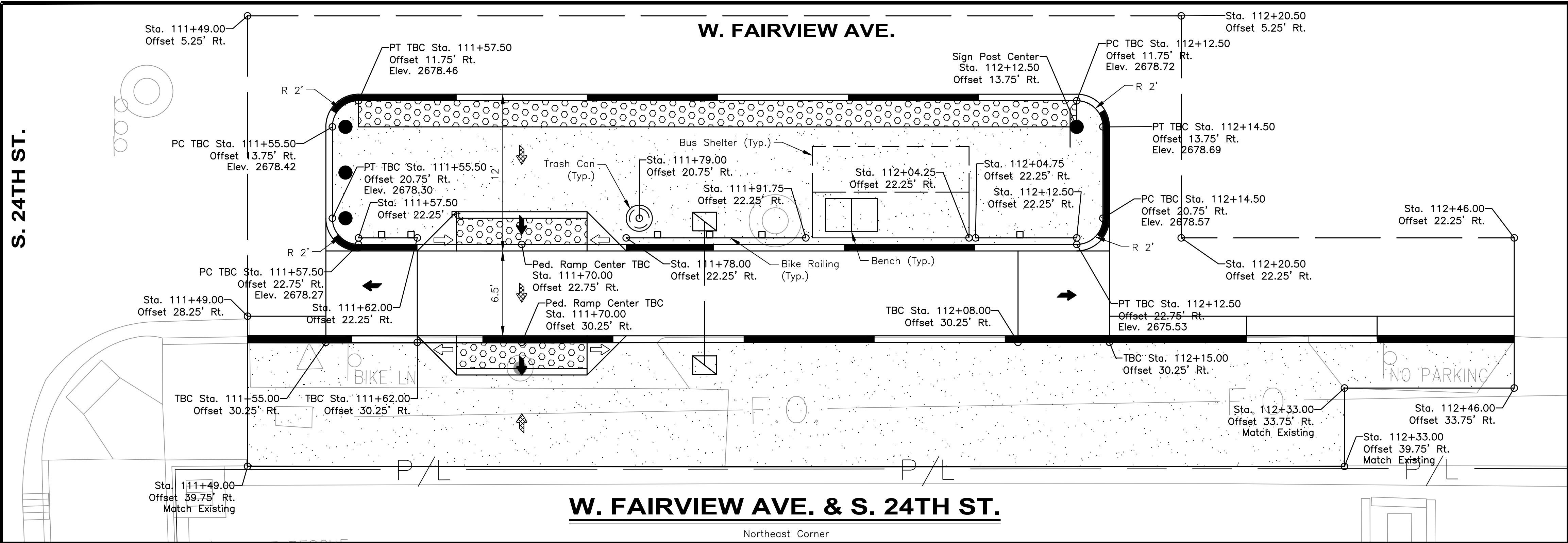


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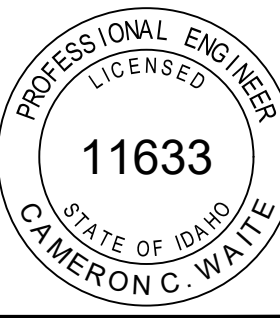
• S I G N A T U R E S •

Design By: B. Focht      Date: 08/21      Drawn By: D. Massingale      Date: 08/21

Transit Island Details



**HR** 412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706

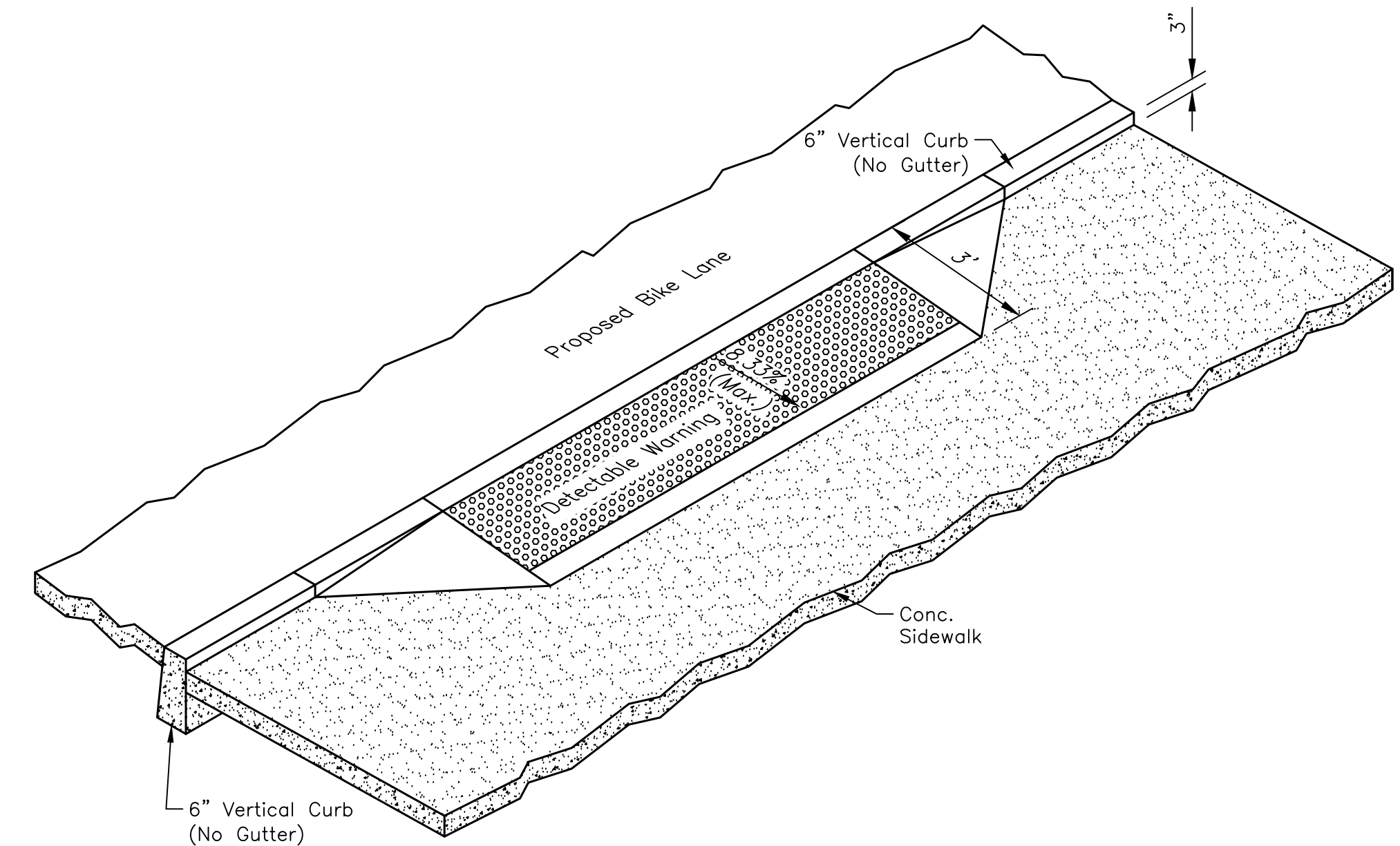
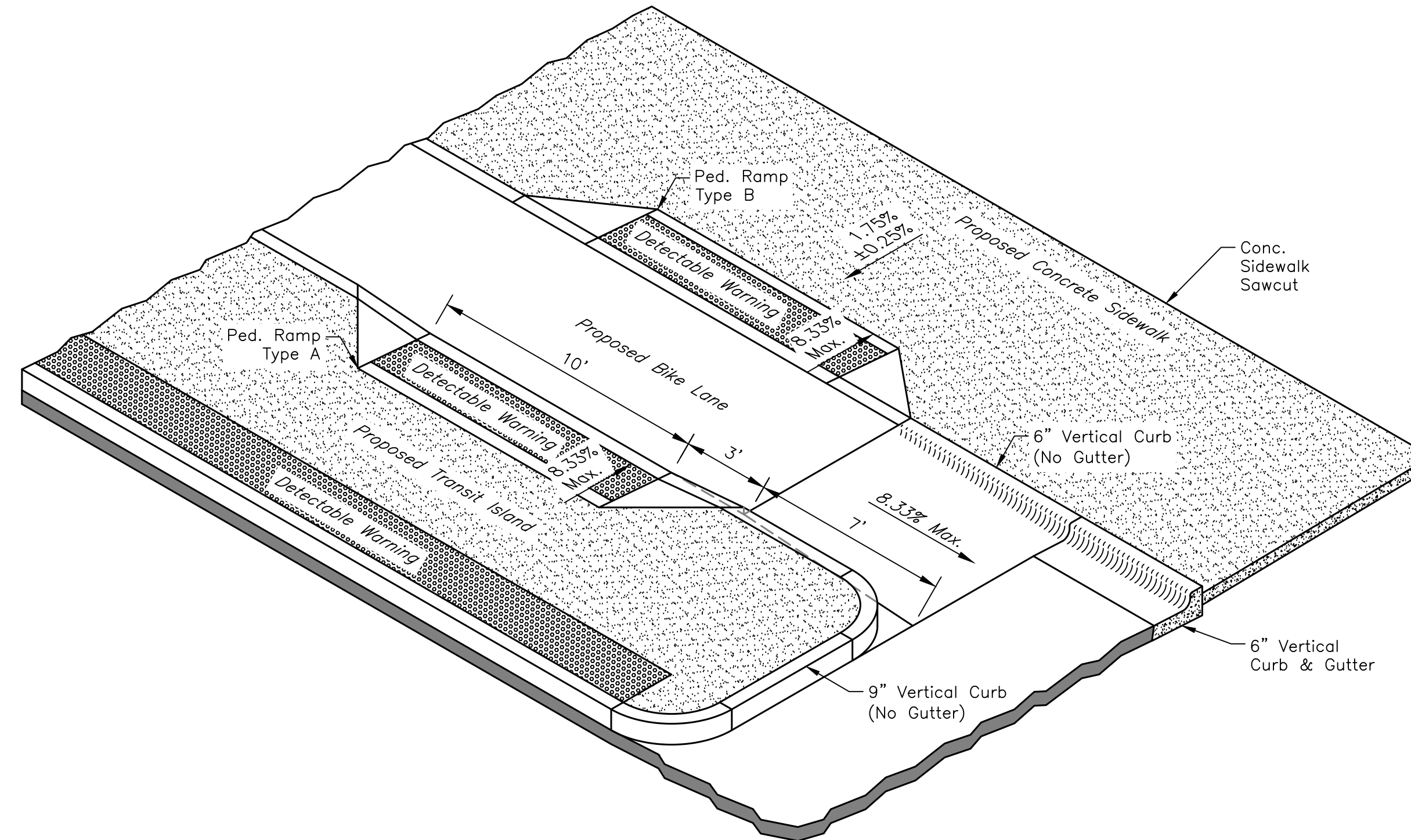
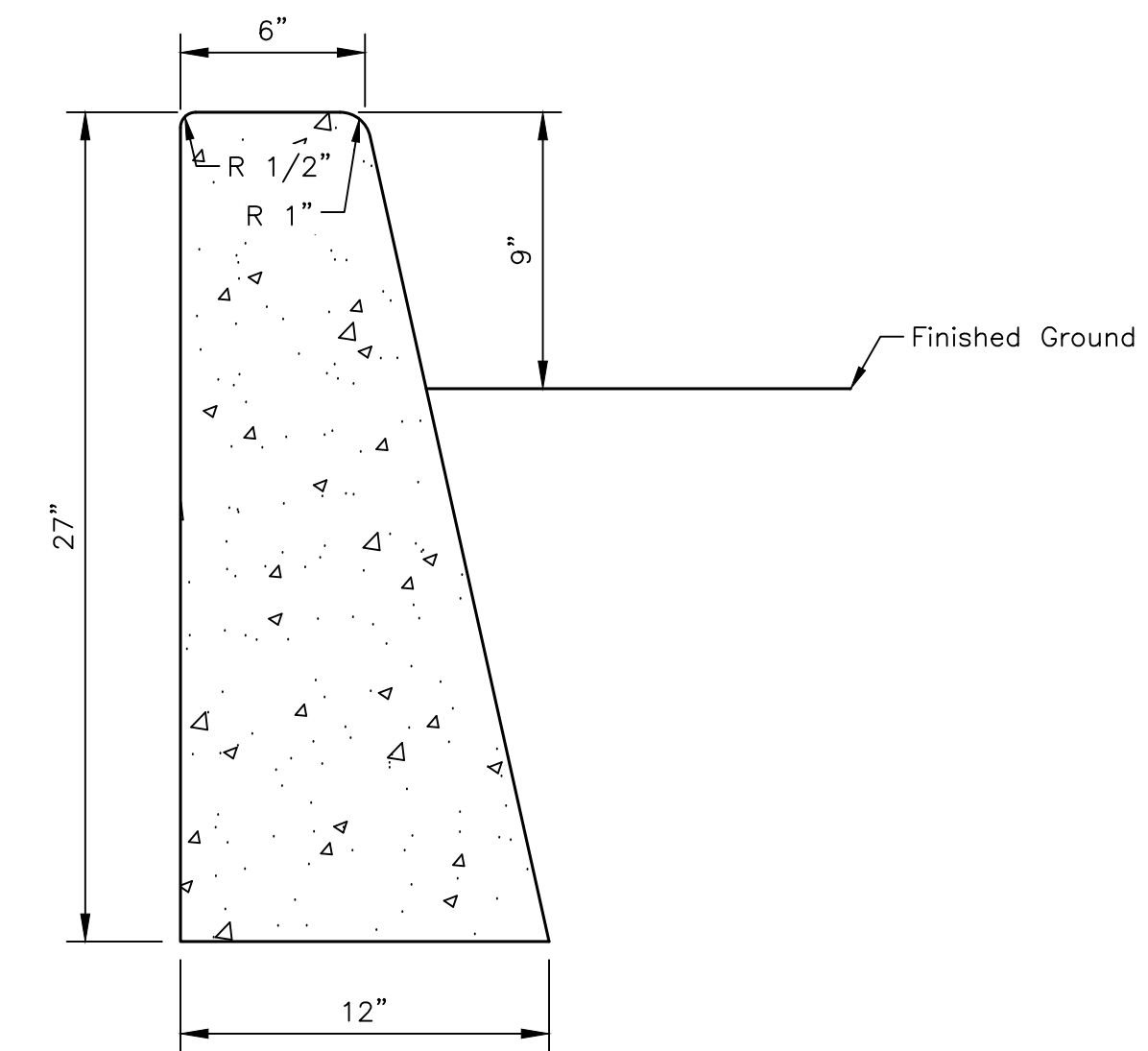
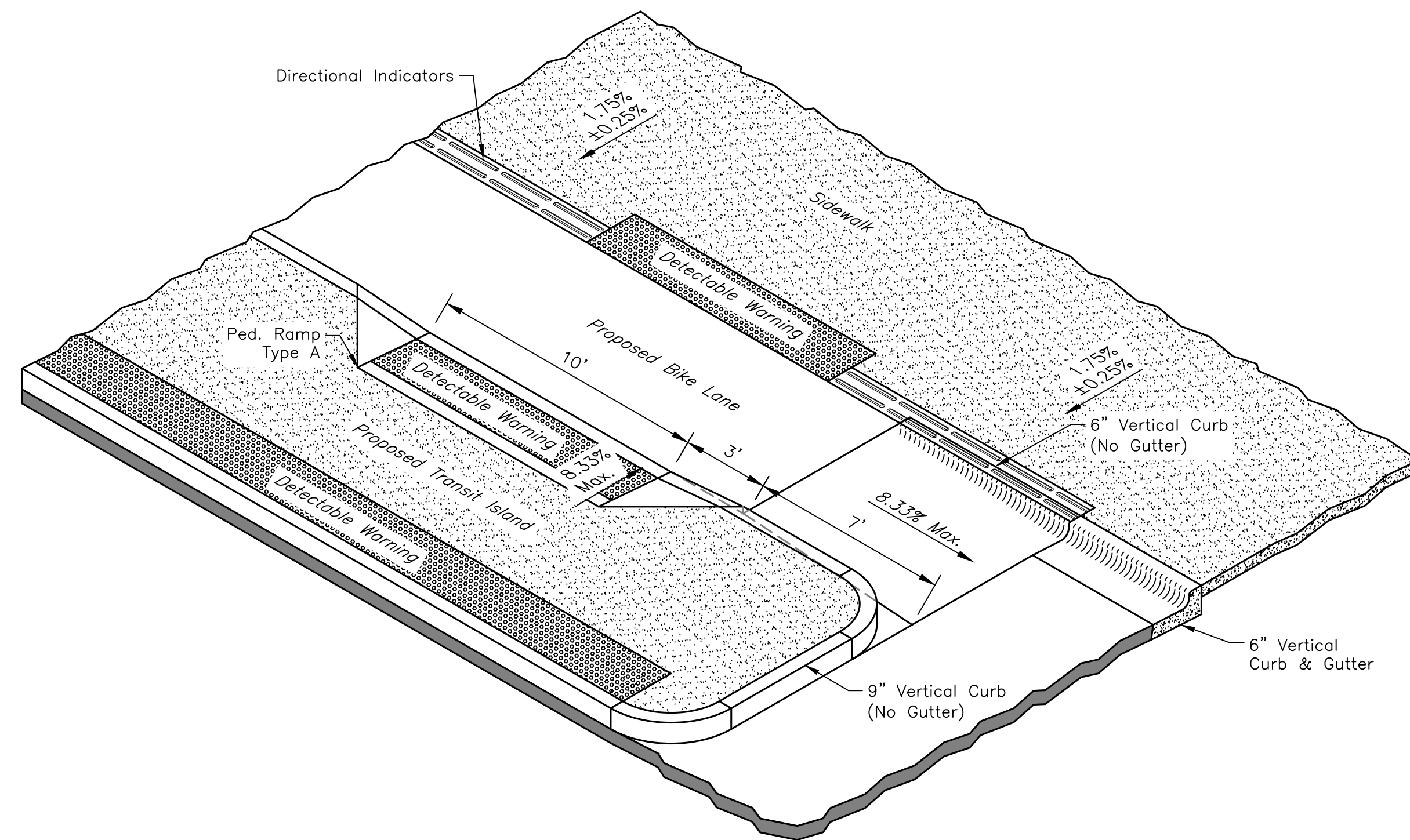


Revisions:	• S I G N A T U R E S •			
	Design By: B. Focht	Date: 06/21	Drawn By: D. Massingale	Date: 06/21

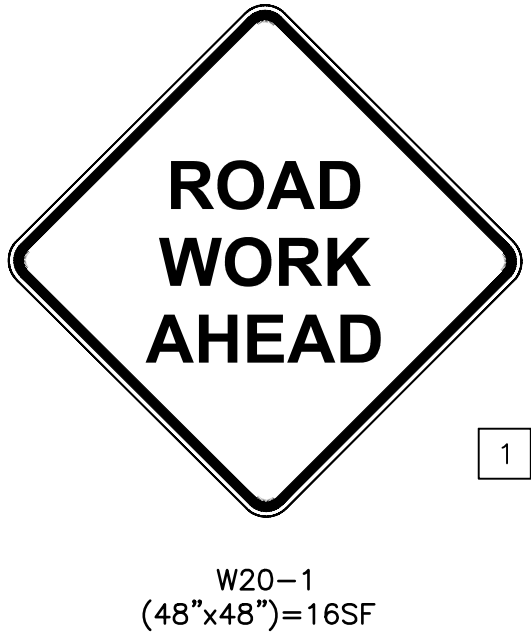
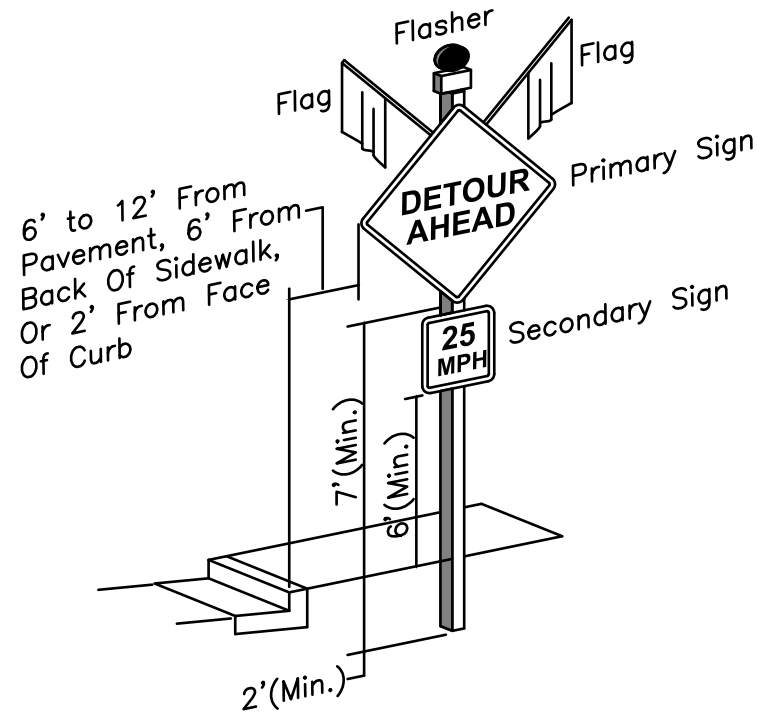
• D E T A I L T I T L E •

**Transit Island Details**









White Background With Black Letters And 1" Black Perimeter Line. Project Name Will Have A 1/2" Border. Sign Will Be Made Of 3/4" Bill Board Plywood Or Traffic Sign Aluminum. Signs From Previous Projects With Appropriate Letter Changes May Be Used If Approved By The Engineer Prior To Installation. Attach To Type III Barricade Or Install With (2) 4x4 Posts.

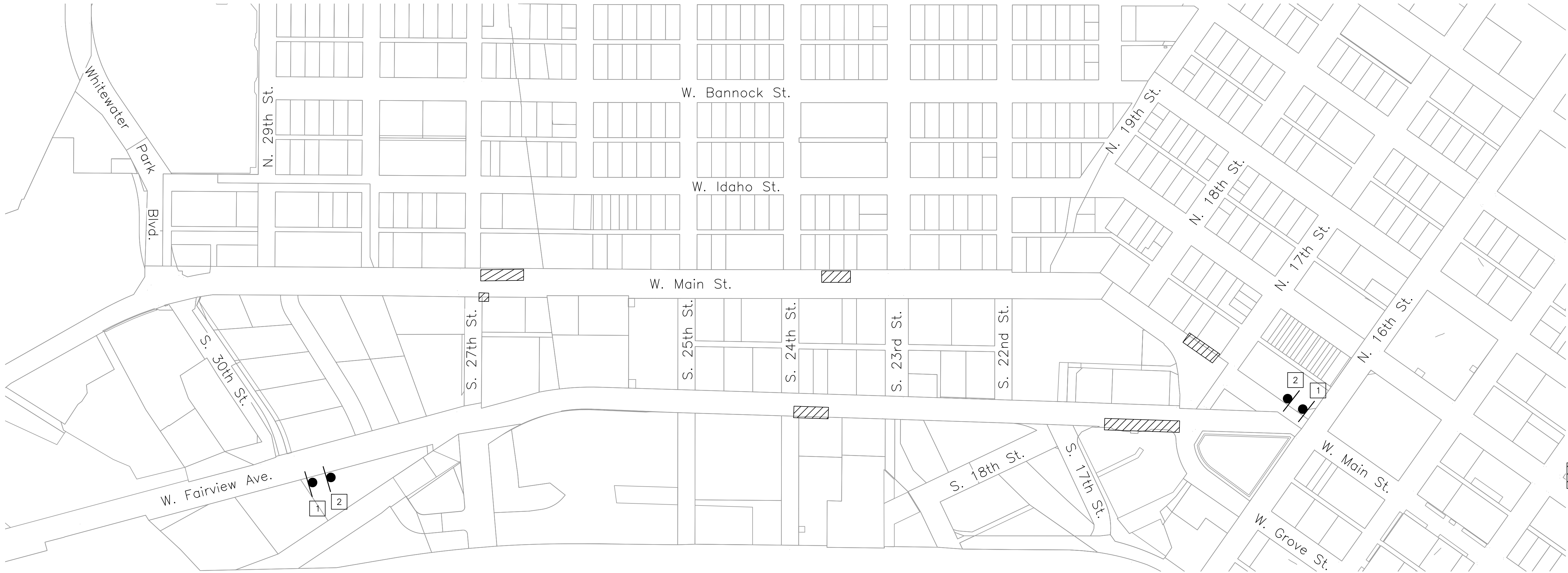
City Logos Vary Per Project And Text Size Of Each City Logo Will Be Similar In Size Compared With The ACHD Logo.

## INFORMATIONAL SIGN

## TYPICAL SIGN INSTALLATION

## GENERAL NOTES

- The Contractor Shall Submit Detailed Construction Phasing And Traffic Control Plans To CCDC For Review And Approval Prior To Construction. The Contractor's Traffic Control Plans Shall Address Advance Construction Signing And Detailed Traffic Control For Each Phase Of Work, And Shall Accommodate Pedestrian Traffic As Well As Vehicular Traffic. Fourteen (14) Calendar Days Of Review Time Is Required For Traffic Control Plan Approval Or Changes.
- All Work Shall Conform To The Latest Edition Of The MUTCD, "Manual On Uniform Traffic Control Devices" For Streets And Highways.
- All Traffic Control Devices Must Be Retro-Reflective. All Advance Warning (AW) Signs Must Be Mounted 7' High. For Night Work, AW Signs Must Be Equipped With Type B Flashers And Delineation Devices Must Have Steady-Burn Type C Warning Lights.
- This Plan May Be Modified In The Field By The Engineer.
- All Warning Flags And Flashers Shall Be Considered As Incidental To The Traffic Control Bid Items.
- The Contractor Shall Install Public Informational Signs As Detailed.
- Maintain Access To All Public And Private Approaches.
- Any Existing Signs, Such As Speed Limit Signs, Which Conflict With Construction Operations And Approved Traffic Control Activities Shall Be Covered Using An Approved Method. All Signs Shall Be Uncovered Once Construction And Traffic Control Operations No Longer Conflict With The Existing Signs.
- Work Conditions Shall Be Monitored By The Contractor Under Varying Conditions Of Traffic Volumes, Light, And Weather To Ensure Traffic Control Measures Are Operating Effectively And That All Devices Used Are Clearly Visible At All Times And In Good Repair.
- The Distances Shown Between Traffic Control Devices Are Approximate Minimums And Some Adjustments May Be Necessary In The Field Depending On Conditions Encountered. Supplemental Devices May Be Required By Actual Traffic Or Construction Situations.
- Construction Traffic Control Signs That Are Located On The Project Longer Than Three Days Must Be Installed As A Permanent Installation, Mounted On A Wood Or Steel Post. Sign Faces Shall Be Completely Covered Or Removed From The Roadway When Not In Use. Informational Signs Shall Be Placed By The Contractor Seven Working Days Prior To The Start Of Construction.
- All Taper Lengths And Construction Traffic Control Signing, Including Spacing, Shall Meet Or Exceed The Requirements Of The Manual On Uniform Traffic Control Devices.
- Staging And Parking Areas Shall Be Determined By The Contractor And Approved Before Construction May Begin.
- All Signs And Channelizing Devices Shall Be New Or In Like New Condition And Shall Meet The Retro-Reflectivity Requirements Of The MUTCD.
- A Continuous Route For All Pedestrians, Including The Disabled, And Bicyclists Shall Be Maintained On All Legs Of The Intersections At All Times When Existing Facilities Are Disrupted. Temporary Facilities Shall Be Detectable And Include Accessibility Features Consistent With The Accessibility Requirements Of The Americans With Disability Act Of 1990 (ADA). All Temporary Pedestrian And Bicycle Facilities Shall Be Approved Before Being Implemented.
- Additional Advanced Traffic Control Signs Or Devices May Be Required By ACHD. The Cost Associated With Addressing And Implementing Changes In Any Traffic Control Measures Directed By ACHD Are Incidental To The Traffic Control Bid Items Provided.



## ADVANCED CONSTRUCTION VICINITY MAP

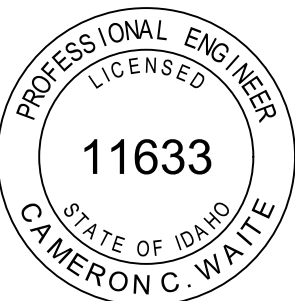
N.T.S.

## LEGEND

- Construction Sign Installation
- Work Zone



412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706



Revisions:

• S I G N A T U R E S •

Design By: C. Waite

Date: 08/21

Drawn By: B. Focht

Date: 08/21

• D E T A I L T I T L E •

Advance Construction Signing

Capital City Development Corp.

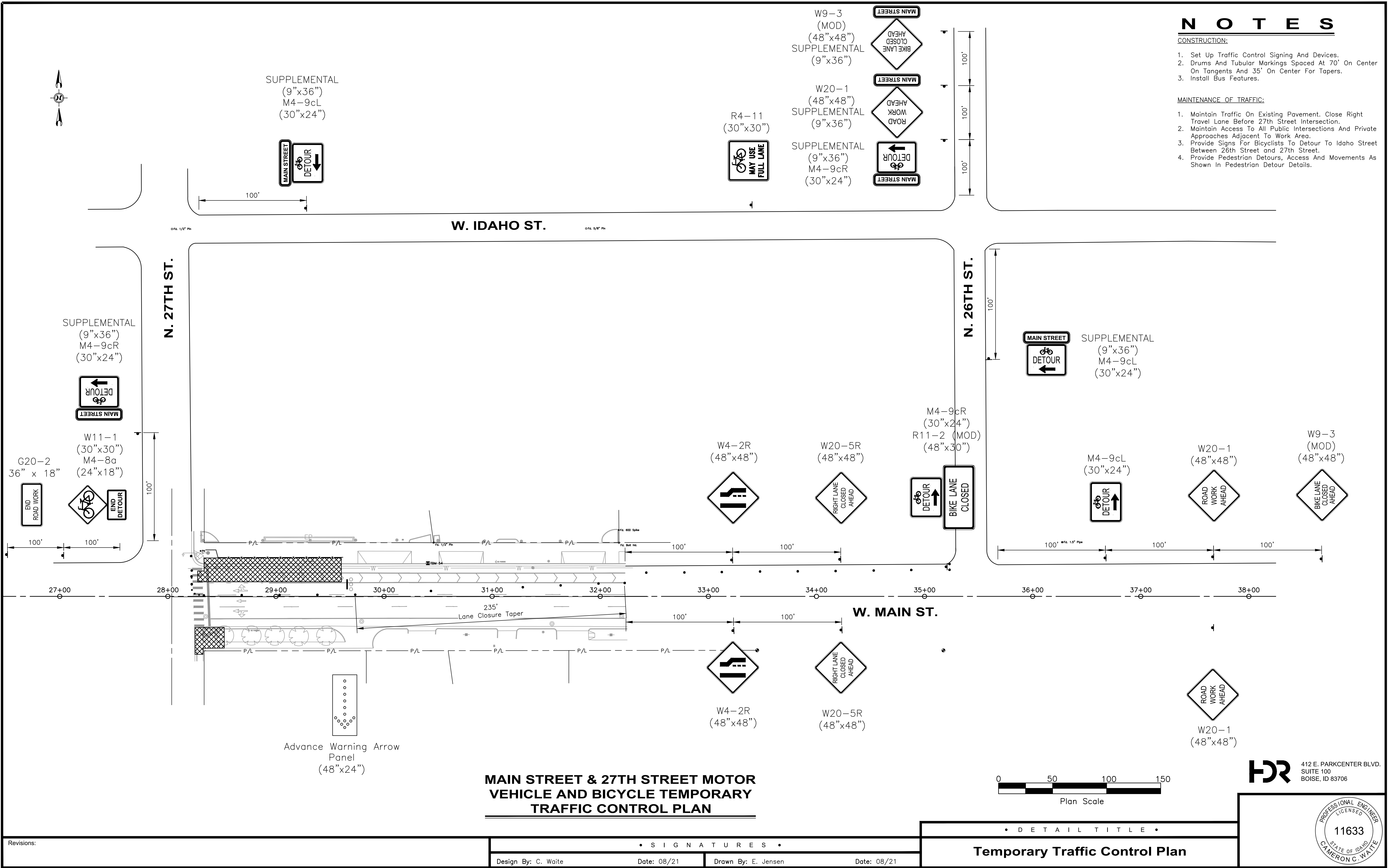
121 N. 9th St. Boise, Idaho 83702  
www.ccdcboise.com

Project Number: PO# 200085

Project Name: Main & Fairview  
Transit Stations

Sheet 15 Of 21

Plotted: 8/9/2021 10:23:25 AM  
File Name: c:\pwworking\west01\d1670449\10235303\_TTC\_002.dwg



## NOTES

### CONSTRUCTION:

1. Set Up Traffic Control Signing And Devices.
2. Drums And Tubular Markings Spaced At 70' On Center On Tangents And 35' On Center For Tapers.
3. Install Bus Features.

### MAINTENANCE OF TRAFFIC:

1. Maintain Traffic On Existing Pavement. Close Right Travel Lane Before 27th Street Intersection.
2. Maintain Access To All Public Intersections And Private Approaches Adjacent To Work Area.
3. Provide Signs For Bicyclists To Detour To Idaho Street Between 26th Street And 27th Street.
4. Provide Pedestrian Detours, Access And Movements As Shown In Pedestrian Detour Details.

### MAIN STREET & 27TH STREET MOTOR VEHICLE AND BICYCLE TEMPORARY TRAFFIC CONTROL PLAN

Revisions:

• S I G N A T U R E S •

Design By: C. Waite

Date: 08/21

Drawn By: E. Jensen

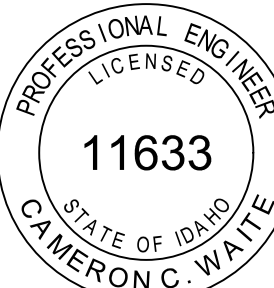
Date: 08/21

• D E T A I L T I T L E •

Temporary Traffic Control Plan



412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706

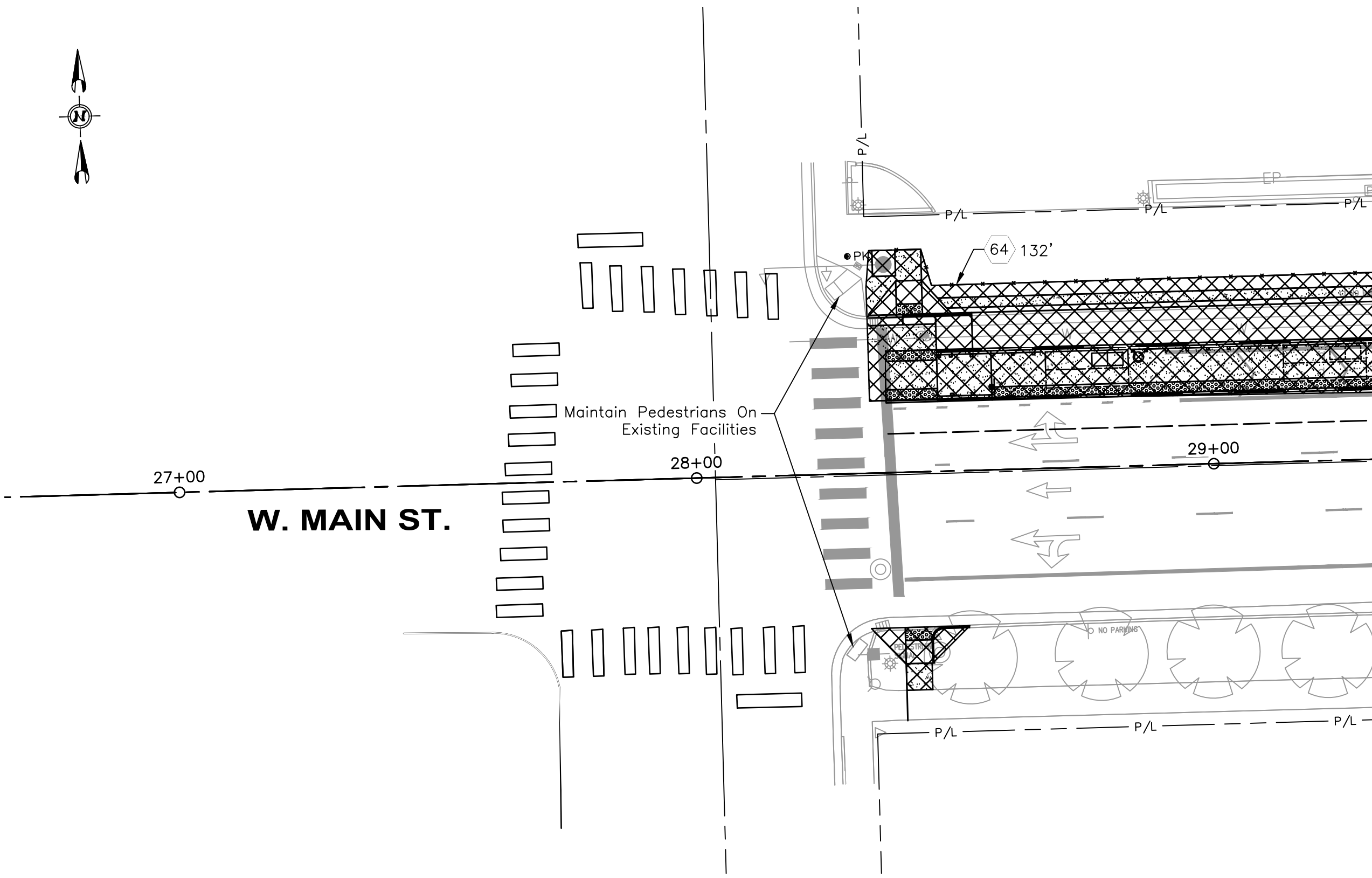




NOTES

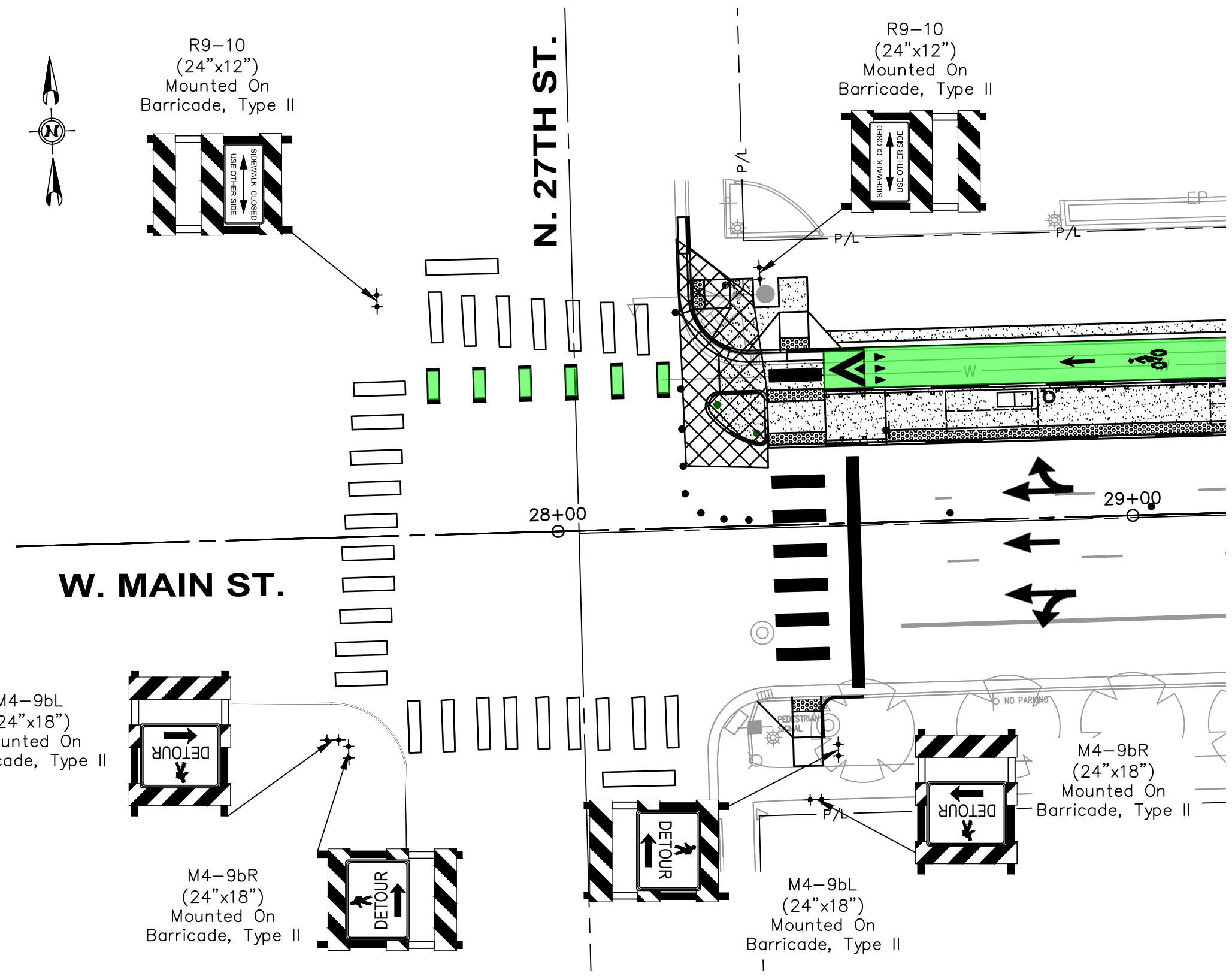
64 Temporary Construction Fencing, Item SSP 20003

1. Traffic Control Devices For Pedestrian Flow Only Are Shown In Pedestrian Ramp Repair Details. Vehicular And Bicycle Traffic Signs And Devices Are Shown On Previous Sheets.
2. Pedestrian Traffic Signal Displays Controlling Closed Crosswalks Shall Be Covered. The Signal Timing Plan May Need To Be Adjusted To Accommodate Pedestrian Walk Times During Construction. Coordinate Signal Adjustments During Construction With Brian Crespin At ACHD 208-387-6287 Or 208-860-6653.
3. Temporary Pedestrian Access Routes Shall Be A Minimum Of 48" Wide.
4. See ACHD TC-203A For Details Regarding Temporary Curb Ramps.
5. ADA Compliant Sidewalk Barricades Shall Have Type A Flashers When The Detour Route Remains In Effect At Night. See ACHD TC-203B For Details Regarding Barricades.



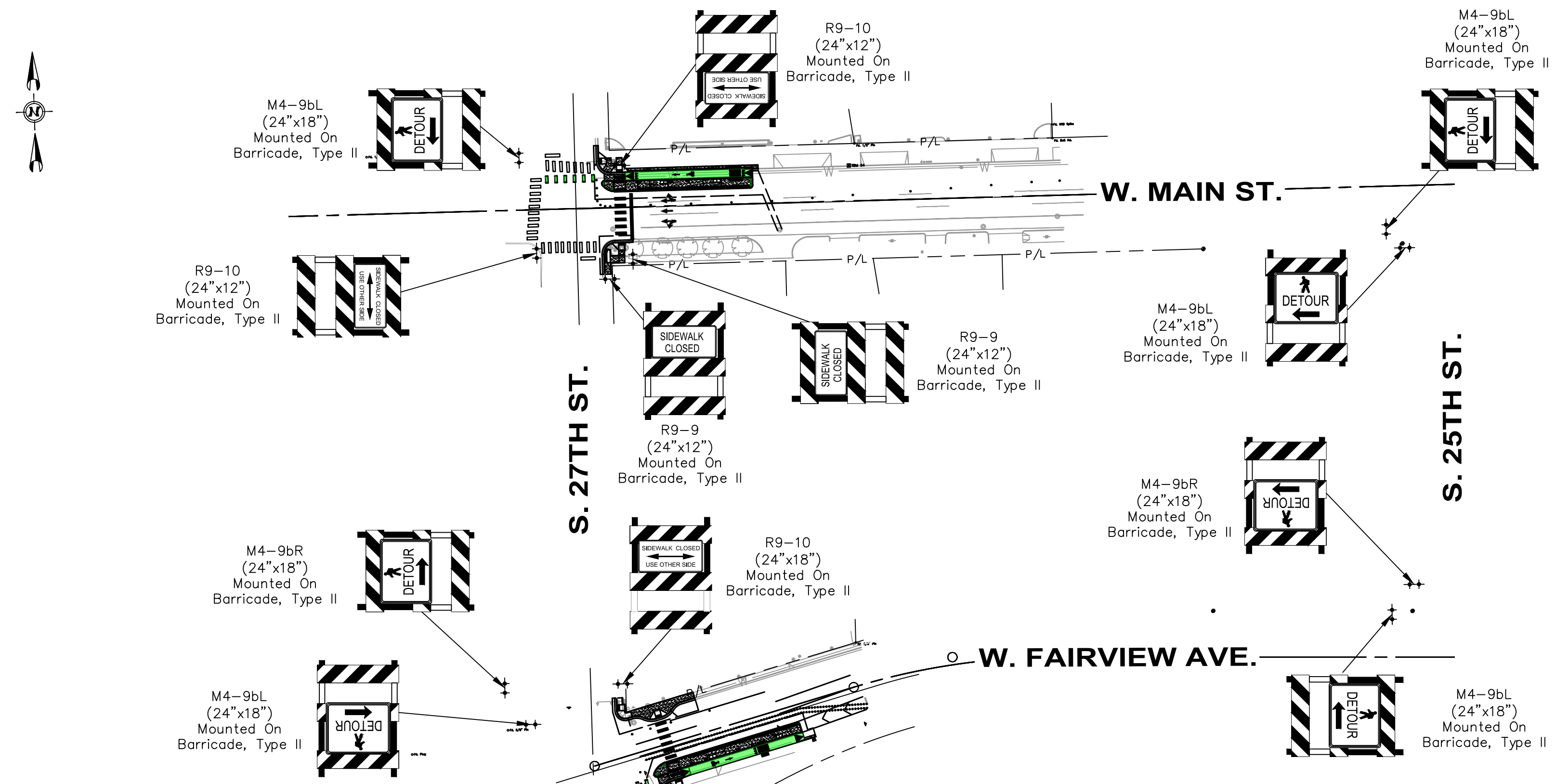
MAIN & 27TH ST PEDESTRIAN DETOUR PHASE 1

Scale: 1" = 20'



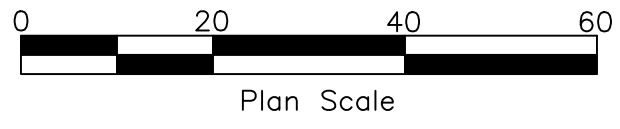
MAIN & 27TH ST PEDESTRIAN DETOUR PHASE 2

Scale: 1" = 20'



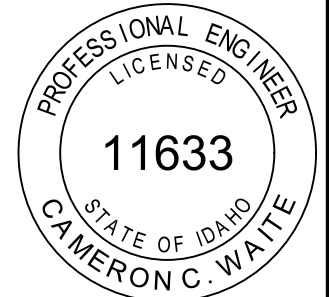
MAIN & 27TH ST PEDESTRIAN DETOUR PHASE 3

Scale: 1" = 80'



Plan Scale

HR 412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706

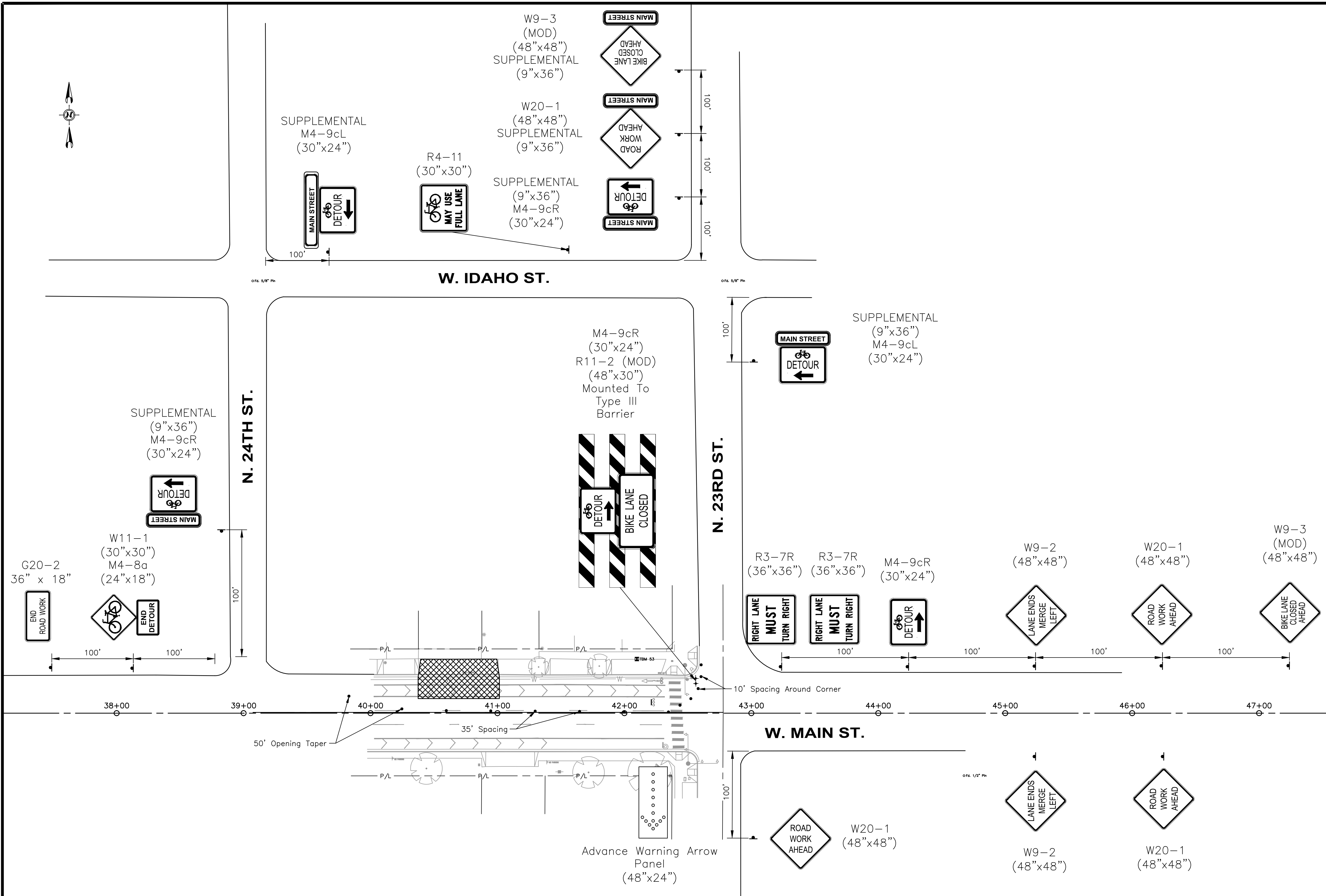


Revisions:	SIGNATURES			
	Design By: C. Waite	Date: 08/21	Drawn By: E. Jensen	Date: 08/21

DETAIL TITLE
Pedestrian Detour Plan



Plotted: 8/9/2021 10:24:16 AM  
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## NOTES

### CONSTRUCTION:

1. Set Up Traffic Control Signing And Devices.
2. Drums And Tubular Markings Spaced At 70' On Center On Tangents And 35' On Center For Tapers.
3. Install Bus Features.

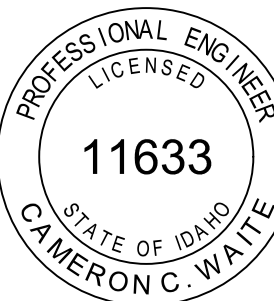
### MAINTENANCE OF TRAFFIC:

1. Maintain Traffic On Existing Pavement. Close Right Travel Lane After 23rd Street Intersection.
2. Maintain Access To All Public Intersections And Private Approaches Adjacent To Work Area.
3. Provide Signs For Bicyclists To Detour To Idaho Street Between 23rd Street And 24th Street.
4. Maintain Pedestrian Access And Movements On Existing Facilities.

### MAIN STREET & 23rd STREET MOTOR VEHICLE AND BICYCLE TEMPORARY TRAFFIC CONTROL PLAN



**HR** 412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706



Revisions:

• S I G N A T U R E S •

Design By: C. Waite

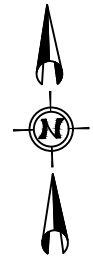
Date: 08/21

Drawn By: E. Jensen

Date: 08/21

• D E T A I L T I T L E •  
**Temporary Traffic Control Plan**





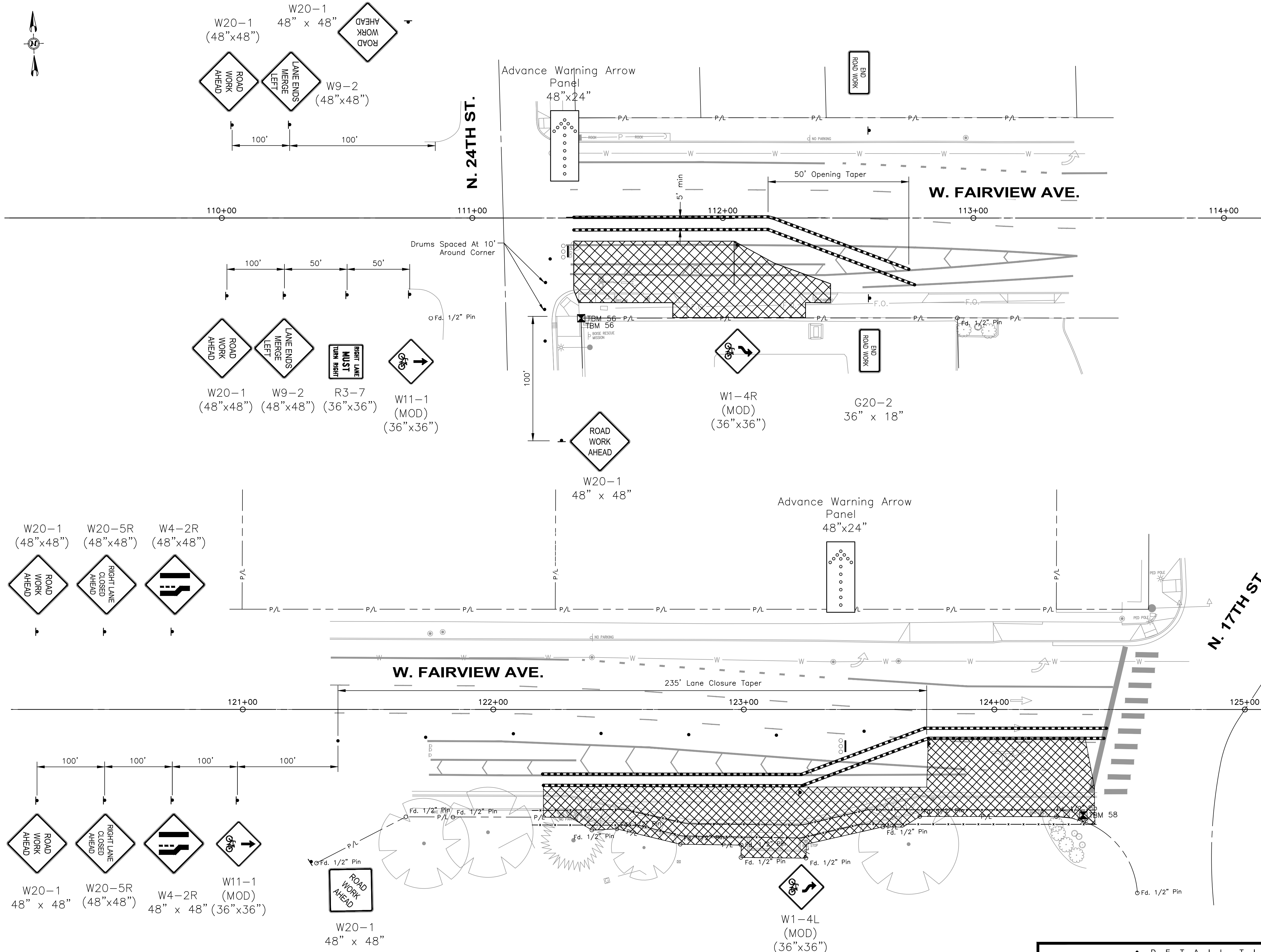
# NOTES

## CONSTRUCTION:

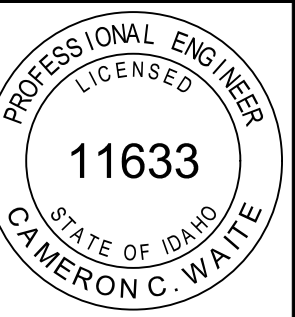
1. Set Up Traffic Control Signing And Devices.
2. Drums And Tubular Markings Spaced At 70' On Center On Tangents And 35' On Center For Tapers.
3. Install Bus Features

## MAINTENANCE OF TRAFFIC:

1. Maintain Traffic On Existing Pavement. Close Right Travel Lane After 24th Street And Before 17th Street Intersection.
2. Maintain Access To All Public Intersections And Private Approaches Adjacent To Work Area.
3. Provide Signs For Bicyclists To Travel Through Temporary Bike Lane As Shown.
4. Provide Pedestrian Detours, Access And Movements As Shown In Pedestrian Detour Details.



**HR** 412 E. PARKCENTER BLVD.  
SUITE 100  
BOISE, ID 83706



Revisions:

• S I G N A T U R E S •

Design By: C. Waite

Date: 08/21

Drawn By: E. Jensen

Date: 08/21

• D E T A I L T I T L E •

Temporary Traffic Control Plan

64 Temporary Construction Fencing, Item SSP 20003

- N. 24TH ST.**

**FAIRVIEW AVE**



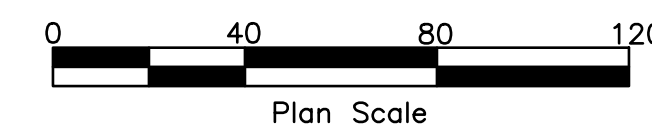
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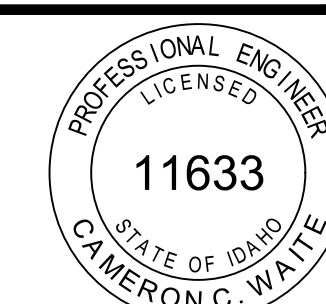
Scale: 1" = 40'



Scale: 1" = 40'



412 E. PARKCENTER BLVD  
SUITE 100  
BOISE, ID 83706



## Pedestrian Detour Plan

**Capital City Development Corp.**

121 N. 9th St. Boise, Idaho 83702  
www.ccdcboise.com

**Project Number: PO# 200085**

**Project Name: Main & Fairview  
Transit Stations**

Sheet 21 Of 21

Plotted: 8/9/2021 10:25:21 AM  
File Name: c:\pwworking\west01\d1670449\10235303\_ITC\_009.dwg



**WRIGHT BROTHERS**  
THE BUILDING COMPANY

P.O. Box 877  
Eagle, Idaho 83616  
Phone: (208) 938-6000 Fax: (208) 938-6069  
Web: www.wbtbc.com

**Change Order Request**

001

e-mail: info@wbtbc.com

**Distribution to:**

OWNER	<input checked="" type="checkbox"/>
ARCHITECT	<input checked="" type="checkbox"/>
CONTRACTOR	<input checked="" type="checkbox"/>
FIELD	<input type="checkbox"/>
OTHER	<input type="checkbox"/>

**PROJECT:**

**DATE:** 11/30/2021

**CONTRACTOR:** Wright Brothers,  
The Building Company, Eagle LLC

**ORIGINAL CONTRACT DATE:** 7/12/2021

**Reference Drawing:** Approval Set  
**Date Reply Required By:** 11/30/2021

**Reference Specification Section:**  
**Critical to Schedule:** Yes

THIS CHANGE ORDER COVERS CONTRACT MODIFICATIONS HEREUNDER DESCRIBED, AND SAID MODIFICATIONS  
Approval Set Reconciliation Revision 3

Total Costs \$ ~~56,762.53~~

Mark-Up (5%) \$ ~~2,838.13~~

**Total Change Request** **\$ ~~59,600.66~~**

See page 2 for revised pricing.

The Contract Time will be increased by zero days  
The Date of Substantial Completion as of the date of this Change Order therefore is:

AGREED BY:

**Architect**

**CONTRACTOR**

**OWNER**

Wright Brothers, The Building Company, Eagle LLC  
PO Box 877  
Eagle, ID 83616

By:

By: Kyle Kolloff

By:

Date:

Date: 11/30/2021

Date:



**COR 001 - Approval Set Reconciliation Rev 3**  
**As agreed upon during progress meeting on November 23, 2021.**



Idaho Site Works, LLC  
 1123 12<sup>th</sup> Ave Rd #408  
 Nampa, ID 83686  
 Phone: 208-412-0173  
 Fax: 888-302-7705

Project: CCDC Main & Fairview  
 Transit

10/29/2021  
 Page 1 of 1

The pricing below is from the subcontractor and does not reflect the bid unit prices. Use bid unit prices on existing items. Create items for new work with unit prices as noted below.

PROJECT for: CCDC Main & Fairview  
 Permit Set Confirmation Costs

Callout NO.	ITEM	DESCRIPTION	EST QTY	UNIT	UNIT PRICE	TOTAL
2	202.4.1.A.1	Excavation (Plan Quantity) <b>Existing Item</b>	CY	<del>450</del> <b>318</b>	\$42.00	<del>\$18,900.00</del>
29	1134.05.21	Pavement Markings (Thermoplastic) <b>Existing Item</b>	SF	355	\$15.00	\$5,325.00
40	SSP 07015.B	Detectable Warning Devices - Retrofit - Longitudinal <b>New Item</b>	LF	238		
		Equipment	HR	5	\$150.00	\$750.00
		Labor, Foreman	HR	5	\$65.00	\$325.00
		Labor, Laborer	HR	10	\$38.00	\$380.00
		Labor, Operator	HR	5	\$45.00	\$225.00
		Subcontractor, Concrete	SF	238	\$9.00	\$2,142.00
		Subcontractor, Install Tiles	SF	238	\$5.00	\$1,190.00
		Material, Directional Indicator Tiles, 6"	SF	238	\$37.86	\$9,010.00
		OH&P, Insurance	\$/K	14.02	\$13.50	\$189.27
		OH&P	\$/K	14.02	\$100.00	\$1,402.00
40	SSP 07013	Patterned Concrete <b>Existing Item</b>	SY	-26	\$260.00	<del>(\$6,760.00)</del>
43	SSP 11400	Obliterate Pavement Markings <b>Existing Item</b>	SF	370	\$6.00	\$2,220.00
44	SP 11500	Green Paint <b>Existing Item</b>	SY	5	\$27.00	\$135.00
	801.4.1.B.1.6	6" Minus Uncrushed Aggregate Base <b>New Item</b>	CY	490		
		Material, Uncrushed Base <b>(Plan Quantity for all material)</b>	TN	930	\$13.44	\$12,499.20
		Equipment	HR	60	\$80.00	\$4,800.00
		Labor, Foreman	HR	15	\$65.00	\$975.00
		Labor, Laborer	HR	30	\$38.00	\$1,140.00
		Labor, Operator	HR	60	\$45.00	\$2,700.00
		OH&P, Insurance	\$/K	22.11	\$13.50	\$298.49
		OH&P	\$/K	22.11	\$100.00	\$2,211.00
		<del>OH&amp;P (Qty Adjusted Contract Items), Insurance</del>	<del>\$/K</del>	<del>19.82</del>	<del>\$13.50</del>	<del>\$267.57</del>
		<del>OH&amp;P (Qty Adjusted Contract Items)</del>	<del>\$/K</del>	<del>19.82</del>	<del>\$100.00</del>	<del>\$1,982.00</del>
		<b>Total</b>				<b>\$62,306.53</b>

**\$13,356**

Subcontract unit price is \$65.60/LF. Prime allowed 5% for OH&P. Prime unit price is \$68.88/LF

Subcontract unit price is \$50.25/CY. Prime allowed 5% for OH&P. Prime unit price is \$52.76/CY

Bid unit prices includes all OH&P.

Respectfully,

Jordan Koyle  
 President

I \_\_\_\_\_ do hereby authorize Idaho Site Works, LLC to perform the work as outlined herein. I do likewise verify that I am an owner/agent for/of the above said project and do enter into this contract with Idaho Site Works, LLC as outlined above.

Sign here and return:

Date: \_\_\_\_\_



Idaho Site Works, LLC  
1123 12<sup>th</sup> Ave Rd #408  
Nampa, ID 83686  
Phone: 208-412-0173  
Fax: 888-302-7705

Project: CCDC Main & Fairview  
Transit

10/29/2021  
Page 1 of 1

PROJECT for: CCDC Main & Fairview  
Permit Set Confirmation Costs

Callout NO.	ITEM	DESCRIPTION	EST QTY	UNIT	UNIT PRICE	TOTAL
2	202.4.1.A.1	Excavation (Plan Quantity)	CY	<del>450</del> 318	\$42.00	<del>\$18,900.00</del> \$13,356.00
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40	SSP 07015.B	Detectable Warning Devices - Retrofit - Longitudinal	<del>15</del> SF	238		
		Equipment	HR	5	\$150.00	\$750.00
		Labor, Foreman	HR	5	\$65.00	\$325.00
		Labor, Laborer	HR	10	\$38.00	\$380.00
		Labor, Operator	HR	5	\$45.00	\$225.00
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		Material, Directional Indicator Tiles, 6"	SF	238	\$37.86	\$9,010.00
		OH&P, Insurance	\$/K	14.02	\$13.50	\$189.27
		OH&P	\$/K	14.02	\$100.00	\$1,402.00
40	SSP 07013	Patterned Concrete	SY	-26	\$260.00	(\$6,760.00)
43	SSP 11400	Obliterate Pavement Markings	SF	370	\$6.00	\$2,220.00
44	SP 11500	Green Paint	SY	5	\$27.00	\$135.00
	801.4.1.B.1.6	6" Minus Uncrushed Aggregate Base	CY	490	→ Includes placement for over excavation	
		Material, Uncrushed Base	TN	930	\$13.44	\$12,499.20
		Equipment	HR	60	\$80.00	\$4,800.00
		Labor, Foreman	HR	15	\$65.00	\$975.00
		Labor, Laborer	HR	30	\$38.00	\$1,140.00
		Labor, Operator	HR	60	\$45.00	\$2,700.00
		OH&P, Insurance	\$/K	22.11	\$13.50	\$298.49
		OH&P	\$/K	22.11	\$100.00	\$2,211.00
		OH&P (Qty Adjusted Contract Items), Insurance	\$/K	19.82	\$13.50	\$267.57
		OH&P (Qty Adjusted Contract Items)	\$/K	19.82	\$100.00	\$1,982.00
				Total		<del>\$62,306.53</del> \$56,762.53

Narrative:

Respectfully,

Jordan Koyle  
President

I \_\_\_\_\_ do hereby authorize Idaho Site Works, LLC to perform the work as outlined herein. I do likewise verify that I am an owner/agent for/of the above said project and do enter into this contract with Idaho Site Works, LLC as outlined above.

Sign here and return:

Date: \_\_\_\_\_

Glidden Concrete Construction llc  
3313 W Cherry lane #541  
Meridian ID, 83642

Estimate

Date	Estimate #
10/18/21	10025

Name / Address
Idaho Site Works Jordan Koyle 1123 12th ave Rd #408 Nampa Idaho

Project
Capital City Dev

Description	Qty	Rate	Total
27" vert curb no gutter	1	67.00	67.00
inlet catch basin	1	1,260.00	1,260.00
8"x18" vertical curb	1	37.00	37.00
Curb and Gutter	1	35.00	35.00
5" Sidewalks bid is for per foot	1	9.00	9.00
Ped Ramp DW domes provided by other	1	1,980.00	1,980.00
Install longitudinal and transit Island direction indicators provided by others per foot	1	5.00	5.00
Public Work Number pwc-c-16898-d-4			
		Total	\$3,393.00

Cold weather protection not included. Roadmix base to me no more than 4". Glidden Concrete Construction llc has no liability for damage due to cold weather. Prices subject to change due to increase cost of supplies. Actual price based on quantity multiplied by rate. All payment due upon completion. No retention or withholds unless prior written agreement. Any late balance will be subject to 15% APR. This estimate may be withdrawn if not accepted in 30 days.

Acceptance of proposal-The price, specification, and conditions are satisfactory. You are authorized to do the work as specified. Payment in full will be made upon completion.

Phone #	E-mail
208-371-1564	pete@gliddenconcrete.com

Signature \_\_\_\_\_





**Boise**  
 4525 Market St  
 Boise, Idaho 83705  
 Phone: (208) 336-8080  
 Fax: (208) 336-8092

# Quotation

**Quote No** 28905  
**Quote Date** 09/20/2021  
**Expiration Date** 10/20/2021  
**Customer** 40980  
**Contact Name** Jordan Koyle  
**Contact Number** 208-412-0173  
**Job**  
**Your Ref** 120018  
**Delivery** By 09/20/21  
**Taken By** Derek Proctor  
**Sales Rep** 1

## Invoice Address

Idaho Site Works, LLC  
 1123 12th Ave Rd #408  
 Nampa, ID, 83686  
 208-412-0173

## Delivery Address

Idaho Site Works, LLC  
 1123 12th Ave Rd #408  
 Nampa, ID, 83686



Page 1 of 2

Special Instructions		Notes				
Line	Description	Qty/Footage	Price	UOM	Total	
1	Directional Bar Tile 6"x48"-Brick Red	125 ea	62.00	ea	7,750.00	
2	**Standard Freight Included**					
3	4 Day Guarantee Freight	1 ea	750.00	ea	750.00	

This proposal ("Quotation") is for the sole use of the intended recipient described above ("Recipient") and may contain confidential proprietary information. By soliciting and receiving this Quotation, Recipient agrees to prohibit the unauthorized review, disclosure, or distribution of this Quotation or the information therein. If you are not the intended recipient, please destroy all copies of this document and notify American Construction Supply & Rental, Inc. ("American") immediately. By signing below, you acknowledge and agree that the Terms and Conditions have been made available to you and that you have read and agree to such Terms and Conditions.

<b>Total Amount</b>	\$8,500.00
<b>01 - Idaho 6.00%</b>	\$510.00
<b>Quotation Total</b>	\$9,010.00

Buyer \_\_\_\_\_ Date \_\_\_\_\_



**WRIGHT BROTHERS**  
THE BUILDING COMPANY

P.O. Box 877  
Eagle, Idaho 83616  
Phone: (208) 938-6000 Fax: (208) 938-6069  
Web: www.wbtbc.com

**Change Order Request**

**002**

e-mail: info@wbtbc.com

**Distribution to:**

OWNER	<input checked="" type="checkbox"/>
ARCHITECT	<input checked="" type="checkbox"/>
CONTRACTOR	<input checked="" type="checkbox"/>
FIELD	<input type="checkbox"/>
OTHER	<input type="checkbox"/>

**PROJECT:**

**DATE:** 11/30/2021

**CONTRACTOR:** Wright Brothers,  
The Building Company, Eagle LLC

**ORIGINAL CONTRACT DATE:** 7/12/2021

**Reference Drawing:** Approval Set  
**Date Reply Required By:** 11/30/2021

**Reference Specification Section:**  
**Critical to Schedule:** Yes

THIS CHANGE ORDER COVERS CONTRACT MODIFICATIONS HEREUNDER DESCRIBED, AND SAID MODIFICATIONS  
Additional manholes, change from 48" manhole to 60" manhole.

Total Costs \$ ~~10,420.00~~

Mark-Up (5%) \$ ~~521.00~~

**Total Change Request** **\$ ~~10,941.00~~**

See page 2 for revised pricing.

The Contract Time will be increased by zero days  
The Date of Substantial Completion as of the date of this Change Order therefore is:

AGREED BY:

**Architect**

**CONTRACTOR**

**OWNER**

Wright Brothers, The Building Company, Eagle LLC  
PO Box 877  
Eagle, ID 83616

By:

By: Kyle Kolloff

By:

Date:

Date: 11/30/2021

Date:



Idaho Site Works, LLC  
1123 12<sup>th</sup> Ave Rd #408  
Nampa, ID 83686  
Phone: 208-412-0173  
Fax: 888-302-7705

Project: CCDC Main & Fairview  
Transit

9/27/2021  
Page 1 of 1

The pricing below is from the subcontractor and does not reflect the bid unit prices. Use bid unit prices on existing items. Create items for new work with unit prices as noted below.

PROJECT for: CCDC Main & Fairview  
CO 02 Manhole changes

Callout NO.	ITEM	DESCRIPTION	EST QTY	UNIT	UNIT PRICE	TOTAL
6	602.4.1.E.1.48	Storm Drain Catch Manhole 48" Existing Item	EA	-1	\$3,350.00	-3350
		Storm drain manhole 60", Materials New Item	EA	2	3224	6448
		Storm drain manhole 60", materials, aggregates and concrete	LS	2	42.62	<del>\$170</del> \$85.24
		Storm drain manhole 60", Equipment	EA	28.4	150	4260
		Storm drain manhole 60", Labor, Foreman	EA	28.4	65	<del>1820</del> \$1,846
		Storm Drain manhole 60", labor, Laborer	EA	28.2	38	1072
Total						<del>\$10420.00</del>

Subcontract unit price is \$6,855.62/EA. Prime allowed 5% for OH&P. Prime unit price is \$7,198.40/EA

Narrative: Storm water pipe size increased to require 60" hole rather than planned 48". Based on findings, 60" dia. manholes will be needed at Main/27th and Main/23<sup>rd</sup>. No change planned for 17<sup>th</sup> and main.

Respectfully,

Jordan Koyle  
President

I \_\_\_\_\_ do hereby authorize Idaho Site Works, LLC to perform the work as EAoutlined herein. I do likewise verify that I am an owner/agent for/of the above said project and do enter into this contract with Idaho Site Works,LLC as outlined above.

Sign here and return:

\_\_\_\_\_

Date: \_\_\_\_\_



Idaho Precast  
1389 Madison Ave  
Nampa, ID 83687  
Nampa, ID 83687

Phone: (OFF) ICE-: 208-461-6300  
Fax: (FAX) : 2-08-442-0842

Quote Number: 19-12902

Order Date: 8/25/2021

Customer Copy

<b>Bill to:</b>	Idaho Site Works, LLC 1123 12th Ave Rd #408 Nampa, ID 83686	<b>Delivery to:</b>	CCDC Main & Fairview
<b>Contact:</b>		<b>Project Manager:</b>	
<b>Phone :</b>	208-412-0173	<b>Fax:</b>	
<b>Customer ID:</b>	Idaho Site Works, <b>PO:</b> CCDC Main & Fairvie	<b>ShipVia:</b>	
<b>Terms:</b>	NET 30	<b>Sales Rep:</b>	Estimating

Product ID	Description	Qty	Structure Price/Average	Amount
20-29090902	FREIGHT - ZONE 2	1	\$388.00	\$388.00
<b>48" Storm Drain Catch Manhole</b>		<b>3</b>	<b>\$1,971.96</b>	<b>\$5,915.89</b>
20-21010466	48" X 1.5 BASE	2		
20-21010468	48" X 3.5 BASE	1		
20-21020506	GRADE RING 24" X4"	4		
20-21020507	GRADE RING 24" X6"	1		
20-21021434	48" X 3' SECTION W/HOLE	1		
20-21021435	48" X 4' SECTION W/ HOLE	1		
20-21030407	48" ECC FLAT TOP 24" OPEN	3		
20-3215176	CAST IRON 24" STANDARD RING	3		
20-3215180	CAST IRON 24" STORM VENTED COVER	3		
20-3223127	BOOT 12" KSB S106-16AWP INCLUDES 1 I- 218 Band	4		
20-3223143	MASTIC 1"	5		
20-3223151	MANHOLE STEPS 13"	10		
<b>60" Storm Drain Catch Manhole</b>		<b>2</b>	<b>\$3,224.08</b>	<b>\$6,448.15</b>
20-21010491	60" X 1.33' BASE	2		
20-21020505	GRADE RING 24"X2"	1		
20-21021440	60" X 4' SECTION w/HOLE	2		
20-21030411	60" ECC FLAT TOP 24" OPEN	2		
20-3215176	CAST IRON 24" STANDARD RING	2		
20-3215180	CAST IRON 24" STORM VENTED COVER	2		
20-3223127	BOOT 12" KSB S106-16AWP INCLUDES 1 I- 218 Band	2		
20-3223143	MASTIC 1"	8		
20-3223151	MANHOLE STEPS 13"	10		



Idaho Precast  
1389 Madison Ave  
Nampa, ID 83687  
Nampa, ID 83687

Phone: (OFF) ICE:- 208-461-6300  
Fax: (FAX) : 2-08-442-0842

Quote Number: 19-12902

Order Date: 8/25/2021

Customer Copy

	<b>\$12,752.04</b>
<b>Taxable</b>	\$12,364.04
<b>Non-Taxable</b>	\$388.00
<b>Sub Total</b>	\$12,752.04
<b>Tax</b>	\$741.83
<b>Total</b>	\$13,493.87

1. Quantities are for estimate purposes only, seller not responsible for any errors or omissions.
2. Prices are subject to any and all applicable state, county, and local taxes in effect on the date of shipment and will be added to the invoice.
3. Terms are net 30 days.
4. Quoted prices are committed on this project only and valid 30 days from the date of the quote.
5. All prices are FOB Idaho Precast. Unless otherwise noted.
6. Deliveries are based on full truckload quantities with truck detention charges applicable after 1 hour
7. All products based on Idaho Precast's standard details and conform to the appropriate ASTM specifications.
8. Seller reserves the right to amend or withdraw this quote should any designs, product, or prior customer engineer approval of products be changed in any way prior to the production of the products or seller's purchase of castings.
9. In the event of raw material, cement or fly ash shortages impacting delivery outside of IP's control, Idaho Precast reserves the right to evaluate the distribution of material and is not responsible for project delays and costs resulting from any such event.

Subject to Idaho Precast Terms and Conditions



## AGENDA BILL

<b>Agenda Subject:</b> Approve Resolution 1739 – 1700 W Main St. – 17 <sup>th</sup> and Main - Type 1 Participation Agreement with 17 <sup>th</sup> and Main, LLC		<b>Date:</b> January 18, 2022
<b>Staff Contact:</b> Alexandra Monjar	<b>Attachments:</b> 1) Resolution 1739 2) Type 1 Agreement	
<b>Action:</b> Adopt Resolution 1739 approving the Type 1 Participation Agreement with 17 <sup>th</sup> and Main, LLC and authorize the Executive Director to execute the agreement.		

### Background:

The 17<sup>th</sup> and Main project is an interior and exterior renovation of an existing building located in the Westside District at 1700-1722 West Main Street and currently occupied by Rock Hard Granite and various retailers and service providers. Local developer group 17<sup>th</sup> and Main, LLC plans to renovate a portion of the stone manufacturing/showroom space into a professional business office which they will occupy. Unused space will be improved when it is leased. Other current tenants will continue to occupy the building throughout construction. Following renovation, the building will offer spaces for a total of six tenants across ~9,800 SF.

In alignment with area plans to enhance walkability and to support a mix of land uses, the developer intends to improve the quality of the built environment through exterior renovations and streetscape improvements. The project's planned public improvements include sidewalk repair and upgrades, constructing a bulb-out at the 17<sup>th</sup> Street corner, planting three street trees (no landscaping currently exists at the site), and installing benches, bike racks and a new awning. 17<sup>th</sup> and Main, LLC has requested assistance for these eligible expenses through CCDC's Type 1 Participation Program.

Since the Board designated the project for Type 1 Participation at its December 2021 meeting, the Agency worked with the developer to finalize the estimated eligible expenses, which are \$182,054. This estimate will serve as the agreement's not to exceed amount. Type 1 projects are eligible for reimbursement of 100% of public improvement costs up to \$200,000, with matching funds from the developer and subject to Board approval.

This project addresses several urban design elements encouraged by the Agency, including the activation of a disinvested site through reuse of an existing building, providing space for local businesses, improving the pedestrian experience with improved streetscapes and weather protection, encouraging active transportation, and facilitating engagement between public and private space.

Total development costs for this project are estimated to be approximately \$1 Million and it will create an estimated 50 full time construction jobs. The finished project will host an estimated 25-50 permanent jobs.

The project received Design Review approval in September 2021, and a modification to include a bulb-out was approved in December 2021. A three- to four-month construction period is planned to commence in April 2022.

17<sup>th</sup> and Main meets the requirements of the Participation Program as approved by the CCDC Board and promotes the objectives of the Westside District Plan.

**Project Summary:**

- 1700 W Main Street
- 9,800 SF mixed commercial space
- \$1 million Total Development Costs
- \$174,000 Estimated Eligible Expenses
- No new surface parking
- 50 construction, and 25-50 permanent jobs

**Timeline:**

- Sept 2021 – Design Review Approval
- Dec 2021 – Type 1 Designation
- Jan 2022 – Type 1 Agreement Approval
- April 2022 – Construction begins
- Jun/July 2022 – Project complete, CCDC reimburses Eligible Expenses

**Fiscal Notes:**

Per the Type 1 Agreement, reimbursements will not exceed \$182,054 of actual eligible expenses. The total reimbursement will not exceed the actual public improvement expenses as verified by CCDC at completion of the project. The reimbursement will be paid upon completed verification, and prior to the Westside District's termination on December 31, 2026.

The project meets all program requirements, and resources have been approved for this use in the FY 22 budget.

**Staff Recommendation:**

Authorize the Executive Director to execute the Type 1 Participation Program Agreement with the applicant, 17<sup>th</sup> and Main, LLC.

**Suggested Motion:**

I move to adopt Resolution 1739 approving the Type 1 Participation Program Agreement with 17<sup>th</sup> and Main, LLC and authorize the Executive Director to execute the agreement.

**RESOLUTION NO. 1739**

BY THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO:

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF THE CITY OF BOISE, IDAHO, APPROVING THE TYPE 1 STREETScape GRANT PARTICIPATION AGREEMENT BETWEEN THE AGENCY AND 17TH AND MAIN LLC, AN IDAHO LIMITED LIABILITY COMPANY, FOR RIGHT-OF-WAY PUBLIC IMPROVEMENTS; AUTHORIZING THE AGENCY EXECUTIVE DIRECTOR TO EXECUTE THE AGREEMENT AND ANY NECESSARY DOCUMENTS OR AGREEMENTS, SUBJECT TO CERTAIN CONTINGENCIES; AUTHORIZING ANY TECHNICAL CORRECTIONS TO THE AGREEMENT; AUTHORIZING THE EXPENDITURE OF FUNDS; AND PROVIDING AN EFFECTIVE DATE.

THIS RESOLUTION is made on the date hereinafter set forth by the Urban Renewal Agency of Boise City, Idaho, an independent public body, corporate and politic, authorized under the authority of the Idaho Urban Renewal Law of 1965, as amended, Chapter 20, Title 50, Idaho Code, and the Local Economic Development Act, as amended and supplemented, Chapter 29, Title 50, Idaho Code (collectively, the "Act"), as a duly created and functioning urban renewal agency for Boise City, Idaho (hereinafter referred to as the "Agency").

WHEREAS, the City Council of the City of Boise City, Idaho (the "City"), after notice duly published, conducted a public hearing on the Westside Downtown Urban Renewal Plan (the "Westside Plan"), and following said public hearing, the City adopted its Ordinance No. 6108 on December 4, 2001, approving the Westside Plan and making certain findings; and,

WHEREAS, the City, after notice duly published, conducted a public hearing on the First Amendment to the Urban Renewal Plan Westside Downtown Urban Renewal Project ("First Amendment to the Westside Plan"); and,

WHEREAS, following said public hearing, the City adopted its Ordinance 45-20 on December 1, 2020, annexing two (2) geographical areas adjacent and contiguous to the northern boundary of the Westside Project Area into the existing revenue allocation area and making certain findings; and,

WHEREAS, 17th and Main LLC owns or controls certain real property addressed as 1700 W. Main Street, Boise, Idaho, which it plans to renovate into professional office space (the "Project") and make certain public improvements adjacent to the Project, all of which are located in the Westside Urban Renewal District as created by the Westside Downtown Urban Renewal Plan; and,

WHEREAS, the Agency has in place a Participation Program which includes the Type 1 Assistance Program under which the Agency provides reimbursement for construction of certain public improvements that meet the Agency's requirements; and,

WHEREAS, attached hereto as Exhibit A, and incorporated herein as if set forth in full, is the Type 1 Streetscape Grant Participation Agreement and exhibits thereto ("Agreement") with 17th and Main LLC, whereby 17th and Main LLC will construct the Project and the Agency will



reimburse 17th and Main LLC for constructing the public improvements as specified in the Agreement; and,

WHEREAS, the Agency Board finds it in the best public interest to approve the Agreement and to authorize the Agency Executive Director to execute same.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO, AS FOLLOWS:

Section 1: That the above statements are true and correct.

Section 2: That the Type 1 Agreement with 17th and Main LLC, a copy of which is attached hereto as EXHIBIT A and incorporated herein by reference, be and the same hereby is approved.

Section 3: That the Executive Director of the Agency is hereby authorized to sign and enter into the Type 1 Agreement with 17th and Main LLC and to execute all necessary documents required to implement the actions contemplated by the Agreement, subject to representations by the Agency staff and the Agency legal counsel that all conditions precedent to such actions have been met; and further, any necessary technical changes to the Agreement or other documents are acceptable, upon advice from the Agency's legal counsel that said changes are consistent with the provisions of the Agreement and the comments and discussions received at the January 10, 2022, Agency Board meeting; the Agency is further authorized to appropriate any and all funds contemplated by the Agreement and to perform any and all other duties required pursuant to said Agreement.

Section 4: That this Resolution shall be in full force and effect immediately upon its adoption and approval.

PASSED AND ADOPTED by the Urban Renewal Agency of Boise City, Idaho, on January 18, 2022. Signed by the Chair of the Agency Board of Commissioners and attested by the Secretary to the Agency Board of Commissioners on January 18, 2022.

URBAN RENEWAL AGENCY OF BOISE CITY

By: \_\_\_\_\_  
Dana Zuckerman, Chair

ATTEST:

By: \_\_\_\_\_  
Lauren McLean, Secretary



## TYPE 1 STREETScape GRANT PARTICIPATION AGREEMENT

THIS TYPE 1 STREETScape GRANT PARTICIPATION AGREEMENT ("Agreement") is entered into by and between the Urban Renewal Agency of Boise City, Idaho, also known as Capital City Development Corporation, an independent public body, corporate and politic, authorized under the authority of the Idaho Urban Renewal Law of 1965, as amended, Chapter 20, Title 50, Idaho Code, and the Local Economic Development Act, as amended and supplemented, Chapter 29, Title 50, Idaho Code (collectively, the "Act"), as a duly created and functioning urban renewal agency for Boise City, Idaho ("CCDC"), and 17<sup>th</sup> and Main, LLC, an Idaho limited liability company ("Participant"). CCDC and Participant may be collectively referred to as the "Parties" and individually referred to as a "Party."

### RECITALS

A. Participant owns or controls certain real property located at 1700 W Main Street, Boise, Idaho 83702 (the "Project Site") which is more accurately depicted on attached **Exhibit A**.

B. The Participant is renovating the exterior and a portion of the interior of an existing building into professional office space and improving the right of way at the Project Site (the "Project"). The Project is more accurately depicted on attached **Exhibit B**. The Project meets the requirements of the Type 1 Participation Program and also promotes a CCDC objective to encourage and improve pedestrian infrastructure and use of public transit in the downtown area and to emphasize growth of downtown businesses.

C. The CCDC Board of Commissioners has adopted the CCDC Participation Program Policy which can assist private and public development projects with improvements that benefit the public, which are located in the public right of way or permanent public easement area, called Eligible Expenses. As part of the Project, Participant intends to improve the pedestrian experience on Main and 17<sup>th</sup> Streets with renovation and upgrades to the public right of way. The Eligible Expenses are depicted on the Public Improvement Plans on attached **Exhibit C** (the "Eligible Expenses").

D. The Project is located in the Westside Urban Renewal District ("WS"). The Participant is requesting reimbursement to repair and replace sidewalks, construct a bulbout on the corner of 17<sup>th</sup> Street, plant three (3) street trees, and install bike racks, benches, and a new awning.

E. CCDC deems it appropriate to assist the development of the Project to achieve the objectives set forth in the Plan and in accordance with CCDC's Participation Program Policy.

### AGREEMENT

NOW, THEREFORE, in consideration of the above recitals, which are incorporated into this Agreement; the mutual covenants contained herein; and other good and valuable

consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

**1. Effective Date.** The effective date (“Effective Date”) of this Agreement shall be the date when this Agreement has been signed by the Participant and CCDC (last date signed) and shall continue until: 1.) the completion of all obligations of each Party; or 2.) eighteen (18) months from the Effective Date, whichever comes first. At CCDC’s sole discretion an extension may be granted for a period not to exceed one year.

**2. Construction of the Project.** Participant agrees to construct the Project consistent with the following:

- a. The Project shall be constructed in accordance with the overall City of Boise (“City”) infrastructure plans, policies, and design standards and with the applicable portions of the Streetscape Standards adopted as part of the Plan.
- b. The Parties agree that the Project is depicted on **Exhibit B and Exhibit C**, with cost estimates for Eligible Expenses described in the Schedule of Eligible Expenses in **Exhibit D**. Any other public improvements that are constructed by the Participant as part of the improvements to the Project Site are not eligible for reimbursement pursuant to this Agreement. Additionally, CCDC’s reimbursement obligation is limited to the amount set forth in Section 6 of this Agreement.

**3. Initial Construction Funding.** Participant shall pay for all of the costs of construction for the Project. CCDC acknowledges that the Schedule of Eligible Expenses attached as **Exhibit D** is an estimate by Contractor and that actual costs for the Project, as well as each line item of cost, may be more or less than is shown.

**4. Notification of Completion; Inspection.** Upon completion of construction and the improvements being open to the public, Participant shall notify CCDC in writing and request a final construction inspection and/or a meeting with CCDC to determine if the Project meets the requirements of this Agreement. At CCDC’s sole discretion, CCDC may require proof of completion, such as a Certificate of Occupancy, before providing written confirmation of compliance. CCDC shall provide Participant with written confirmation that the Project has been completed in compliance with this Agreement.

**5. Determining Actual Payment after Completion of Construction.** Participant shall provide appropriate documentation (“Cost Documentation”) to CCDC that Participant has expended funds for Eligible Expenses in order to receive payment under the terms of this Agreement. Any Cost Documentation shall be submitted within thirty (30) days of Participant’s notification to CCDC that construction of the Project is complete and shall include:

- a. Schedule of values that includes line items for the Project approved by CCDC for reimbursement so they are identifiable and separate from other line items (“Schedule of Values”).
- b. Invoices from Participant’s general contractor, subcontractor(s), and material suppliers for each type of eligible cost item (e.g. concrete, pavers, benches, historic street lights). Invoices shall specify quantities and unit costs of installed materials and a percentage estimate of how much installed material was used for

the Project in comparison to the amount used for the remainder of improvements to the Project Site.

- c. Explanation of any significant deviation between the initial cost estimates in **Exhibit D** and the actual costs in the Cost Documentation as requested by CCDC.
- d. A signed and notarized letter by Participant attesting that all materials have been paid for, that all subcontractors have been paid, that no liens exist on the work performed, and that the Cost Documentation is complete whereupon payment by CCDC shall constitute full accord and satisfaction of all the Agreement obligations.
- e. Additional documentation or clarifications may be required and requested by CCDC.
- f. Recorded easements for any public improvement work done outside of the public rights of way, if any.
- g. Attestation that all requested reimbursement expenses are for eligible public improvements within the public right-of-way or public easement.

CCDC shall have the right to review the Cost Documentation and to obtain independent verification that the quantities of work claimed, the unit costs, and the total costs for eligible costs are commercially reasonable and consistent with the cost estimates provided by Participant to CCDC prior to construction. In the event Participant fails to timely deliver the Cost Documentation, CCDC may, in its discretion, elect to terminate its payment obligations under this Agreement by providing Participant with written notice of such default. Participant shall have thirty (30) days from such written notice to cure the default. In the event Participant fails to cure such a default, CCDC's payment obligations under this Agreement may be terminated in CCDC's sole discretion.

Within thirty (30) calendar days of CCDC's receipt of the Cost Documentation, CCDC will notify Participant in writing of CCDC's acceptance or rejection of the Cost Documentation and CCDC's determination of the Actual Eligible Expenses to be reimbursed. CCDC shall, in its discretion, determine the Actual Eligible Expenses following its review of the Cost Documentation, verification of the commercial reasonableness of the costs and expenses contained in such Cost Documentation, and comparison of the amounts in the Cost Documentation to the amounts in **Exhibit D**. IN NO EVENT SHALL THE TOTAL FOR THE ACTUAL ELIGIBLE COSTS EXCEED THE AMOUNT ALLOWED BY SECTION 6.

If Participant disagrees with CCDC's calculation of the Actual Eligible Costs, Participant must respond to CCDC in writing within three (3) business days explaining why Participant believes CCDC's calculation was in error and providing any evidence to support any such contentions Participant wants CCDC to consider. CCDC shall respond to Participant within three (3) business days with a revised amount for the Actual Eligible Costs or notifying Participant CCDC will not revise the initial amount calculated. At that point, the determination of the Actual Eligible Costs will be final. CCDC'S DETERMINATION OF THE ACTUAL ELIGIBLE COSTS IS WITHIN ITS SOLE DISCRETION.

**6. CCDC's Reimbursement Payment Amount.** In accordance with the Participation Program, CCDC agrees to reimburse Participant Actual Eligible Expenses not to exceed One Hundred Eighty-Two Thousand Fifty-Four Dollars (\$182,054). Actual Eligible

Expenses do not include soft costs (e.g., architectural and engineering design, permits, traffic control, and mobilization). The payment for this Type 1 Agreement will be made as a one-time reimbursement.

**7. Conditions Precedent to CCDC's Payment Obligation.** CCDC agrees to reimburse Participant in the amount as determined in compliance with Sections 2, 5 and 6 no later than thirty (30) days after completion of all of the following:

- a. Project construction is complete and meets the specifications as described in the Recitals section of this Agreement and as shown in Exhibit B.
- b. CCDC receives Cost Documentation as described in Section 5 in a format acceptable to CCDC.
- c. CCDC provides written confirmation to the Participant that the Project has been constructed in compliance with this Agreement.

Participant's failure to comply with all Agreement provisions shall be a basis for termination of CCDC's reimbursement obligation, per Section 9 of this Agreement.

**8. Subordination of Reimbursement Obligations.** The Parties agree this Agreement does not provide Participant with a security interest in any CCDC revenues for the Urban Renewal District Area or any other urban renewal plan area, including but not limited to revenue from any "Revenue Allocation Area" (as defined in Title 50, Chapter 29 of the Idaho Code) or any revenue from CCDC's parking garages. Notwithstanding anything to the contrary in this Agreement, the obligation of CCDC to make the payments as specified in this Agreement shall be subordinate to all CCDC obligations that have committed or in the future commit available CCDC revenues, including but not limited to revenue from any Revenue Allocation Area or any revenue from CCDC's parking garages, and may be subject to consent and approval by CCDC lenders.

**9. Default.** Neither Party shall be deemed to be in default of this Agreement except upon the expiration of forty-five (45) days [ten (10) days in the event of failure to pay money] from receipt of written notice from the other Party specifying the particulars in which such Party has failed to perform its obligations under this Agreement unless such Party, prior to expiration of said 45-day period [ten (10) days in the event of failure to pay money], has rectified the particulars specified in said notice of default. In the event of a default, the nondefaulting Party may do the following:

- a. The nondefaulting Party may terminate this Agreement upon written notice to the defaulting Party and recover from the defaulting Party all direct damages incurred by the nondefaulting Party.
- b. The nondefaulting Party may seek specific performance of those elements of this Agreement which can be specifically performed and recover all damages incurred by the nondefaulting Party. The Parties declare it to be their intent that elements of this Agreement requiring certain actions be taken for which there are not adequate legal remedies may be specifically enforced.

- c. The nondefaulting Party may perform or pay any obligation or encumbrance necessary to cure the default and offset the cost thereof from monies otherwise due the defaulting Party or recover said monies from the defaulting Party.
- d. The nondefaulting Party may pursue all other remedies available at law, it being the intent of the Parties that remedies be cumulative and liberally enforced so as to adequately and completely compensate the nondefaulting Party.
- e. In the event Participant defaults under this Agreement, CCDC (the nondefaulting Party) shall have the right to suspend or terminate its payment under this Agreement, as more specifically defined in this Agreement, for so long as the default continues and if not cured, CCDC's obligation for payment shall be deemed extinguished. In addition, if CCDC funds shall have been paid, Participant shall reimburse CCDC for any such funds Participant received.

**10. Captions and Headings.** The captions and headings in this Agreement are for reference only and shall not be deemed to define or limit the scope or intent of any of the terms, covenants, conditions, or agreements contained herein.

**11. No Joint Venture or Partnership.** CCDC and Participant agree that nothing contained in this Agreement or in any document executed in connection with this Agreement shall be construed as making CCDC and Participant a joint venture or partners. Participant must waive any vested interest rights granted by public utilities that would be paid by subsequent development, and provide documentation that the interest has been waived

**12. Successors and Assignment.** This Agreement is not assignable except that the Participant may assign Participant's rights or obligations under this Agreement to a third party only with the written approval of CCDC, at CCDC's sole discretion which cannot be reasonably denied.

**13. Notices and Receipt.** All notices given pursuant to this Agreement shall be in writing and shall be given by personal service, by United States mail, or by United States express mail or other established express delivery service (such as Federal Express) with postage or delivery charges prepaid and return receipt requested, or by electronic mail (e-mail) addressed to the appropriate Party at the address set forth below:

If to Participant: Chase Erkins  
17<sup>th</sup> and Main, LLC  
802 W Bannock Street  
12<sup>th</sup> Floor  
Boise, Idaho 83702  
[chasee@leeidaho.com](mailto:chasee@leeidaho.com)

If to CCDC: John Brunelle, Executive Director  
Capital City Development Corporation  
121 N. 9<sup>th</sup> Street, Suite 501  
Boise, Idaho 83702  
208-384-4264  
[jbrunelle@ccdcb Boise.com](mailto:jbrunelle@ccdcb Boise.com)

**14. Applicable Law; Attorney Fees.** This Agreement shall be construed and enforced in accordance with the laws of the State of Idaho. Should any legal action be brought by either Party because of breach of this Agreement or to enforce any provision of this Agreement, the prevailing Party shall be entitled to reasonable attorney fees, court costs, and such other costs as may be found by the Court.

**15. Entire Agreement.** This Agreement constitutes the entire understanding and agreement of the Parties. Exhibits to this Agreement are as follows:

Exhibit A	Project Site Depiction
Exhibit B	Project Depiction
Exhibit C	Public Improvement Plans
Exhibit D	Schedule of Eligible Expenses

**16. Indemnification.** Participant shall indemnify and hold CCDC and its officers, agents, and employees harmless from and against all liabilities, obligations, damages, penalties, claims, costs, charges, and expenses, including reasonable architect and attorney fees (collectively referred to in this section as "Claim"), which may be imposed upon or incurred by or asserted against CCDC or its respective officers, agents, and employees relating to the construction or design of the Streetscape Project or otherwise arising out of Participant's actions or inactions. In the event an action or proceeding is brought against CCDC or its respective officers, agents, and employees by reason of any such Claim, Participant, upon written notice from CCDC shall, at Participant's expense, resist or defend such action or proceeding. Notwithstanding the foregoing, Participant shall have no obligation to indemnify, defend, or hold CCDC and its respective officers, agents, and employees harmless from and against any matter to the extent it arises from the active negligence or willful act of CCDC or its respective officers, agents, or employees.

**17. Antidiscrimination During Construction; Anti-Boycott.** Participant, for itself and its successors and assigns, agrees that in the rehabilitation and/or construction of improvements on the Project Site provided for in this Agreement, the Participant and its agents will not discriminate against any person on the basis of race, color, religion, sex, sexual orientation, gender identity/expression, national origin or ancestry, marital status, age, or handicap. Pursuant to Idaho Code § 67-2346, if payments under this Agreement exceed One Hundred Thousand Dollars (\$100,000), Participant certifies that it is not currently engaged in, and will not for the duration of the Agreement engage in, a boycott of goods or services from Israel or territories under its control. The terms in this section defined in Idaho Code § 67-2346 shall have the meaning defined therein.

**18. Maintenance.** Participant recognizes CCDC has no specific authority to accept maintenance responsibility of the Project or any improvements constructed by Participant and that no agreement has been reached with CCDC or City to accept any maintenance obligations for such improvements.

**19. Promotion of Project.** Participant agrees CCDC may promote the Project and CCDC's involvement with the Project. Such promotion includes reasonable signage at the Site notifying the public of CCDC's involvement with the Project.

End of Agreement  
[Signatures appear on the following page.]

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement with an Effective Date as of the last date written below.

**CCDC:**


The Urban Renewal Agency of Boise City, Idaho, a public body, corporate and politic

\_\_\_\_\_  
John Brunelle, Executive Director

Date \_\_\_\_\_

**PARTICIPANT:**

17<sup>th</sup> and Main, LLC  
An Idaho limited liability company

By:  \_\_\_\_\_  
278842BC128B472...

Its: Member \_\_\_\_\_

Date: 12/20/2021 \_\_\_\_\_

**Exhibits**

- A: Project Site Depiction
- B: Project Depiction (renderings)
- C: Public Improvement Plans
- D: Schedule of Eligible Expenses

Budget Info / For CCDC Office Use	
Fund/District	
Account	
Activity Code	
PO #	



Exhibit A: Project Site Depiction



**Exhibit B: Project Depiction**





**Exhibit D: Schedule of Eligible Expenses**

<b>CCDC Participation Program</b> <b>Type 1 Eligible Expenses Application Form</b> Actual Eligible Costs To Be Determined by CCDC					
Project Name: 17th & Main		Plan Date: 12/20/2021		By: Cole Architects	
ALL SCOPE MUST BE 1) LOCATED ON PUBLIC IMPROVEMENT PERMIT AND 2) IN THE PUBLIC RIGHT OF WAY					
#	ITEM DESCRIPTION	UNIT (SF, LF, etc.)	UNIT PRICE (In \$)	QUANTITY	TOTAL COST
	<b>SITE PREPARATION: DIVISIONS 2 and 31</b>				
1	Surface demolition	SF	8	2,110	16,880
2	Asphalt demolition	0	0	0	0
3	Curb and gutter demolition	0	0	0	0
4	Saw cut	0	0	0	0
5	Replace subbase	SF	4	2,180	8,720
6	Stand alone tree removal	0	0	0	0
	<b>SIDEWALK WORK: DIVISION 32</b>	0			
7	Scored concrete sidewalk	SF	12	2,180	26,204
8	Dry laid brick	0	0	0	0
9	Pedestrian ramp	0	0	0	0
10	Truncated dome	0	0	0	0
11	Lawn parkway	0	0	0	0
12	Irrigation	0	0	0	0
	<b>OTHER: DIVISION 32</b>				
13	Asphalt repair	SF	15	150	2,250
14	Concrete curb cut	0	0	0	0
15	Vertical curb and gutter (6")	LF	90	115	10,350
16	Meyers cabinet	0	0	0	0
17	Water meter	0	0	0	0
	<b>SITUATIONAL FURNISHINGS: DIVISION 32</b>				
18	Street trees	EA	800	3	2,400
19	Tree grates & frames	EA	3,500	3	10,500
20	Trench drain cover	EA	0	0	0
21	Historic street light	0	0	0	0
22	Bench	EA	2,500	2	5,000
23	Bike rack	EA	800	3	2,400
24	Litter receptacle	0	0	0	0
25	Pre-cast planter	0	0	0	0
	<b>OTHER:</b>				
26	Remove existing awnings	LF & EA			14,500
27	Install new awnings	LF & EA			66,300
<b>TOTAL ELIGIBLE COSTS:</b>					165,504
	5% General Conditions				8,275
	5% Contingency				8,275
<b>TOTAL COSTS W/ GENERAL CONDITIONS:</b>					182,054
<b>Important Note:</b> Each program where eligible costs are identified will only pay for those approved expenses not otherwise paid for by another public entity.					



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# **V. ACTION ITEMS**





## AGENDA BILL

<b>Agenda Subject:</b> 9 <sup>th</sup> Street and Bannock Street Intersection Geothermal Repairs – Type 4 Capital Improvement Contribution Agreement with City of Boise		<b>Date:</b> January 18, 2022
<b>Staff Contact:</b> Karl Woods Senior Project Manager	<b>Attachments:</b> 1) Exhibit A - Site Map 2) Exhibit B – Project Costs	
<b>Action Requested:</b> Review 9 <sup>th</sup> Street and Bannock Street Intersection Geothermal Repairs as a project eligible to utilize the Type 4 Capital Improvement Contribution Agreement and direct staff to continue negotiating a final agreement with City of Boise for future Board Approval.		

### Background:

Boise's geothermal system has critical lines in the vicinity of 9th Street and Bannock Street that provide service to a large portion of west downtown. These geothermal lines, and related assets, installed in the early 1980's, are reaching the end of their useful life and need replacement. The City of Boise Division of Public Works is requesting funding assistance from the Agency for the needed repairs. CCDC has determined that it is in the public interest to enter into a Type 4 Capital Improvement Contribution Agreement with the City for the repairs.

Ada County Highway District (ACHD) is planning to complete significant roadway improvements in this area beginning July 2022. Roadway sections will be replaced with concrete, making future underground utility work more difficult, more expensive, and representative of a longer disruption to downtown businesses and commuters.

To minimize future disruptions from the geothermal system, Public Works will replace geothermal lines prior to the roadway improvements. Coordination with the ACHD road project will minimize construction durations and reduce costs.

The Type 4 Capital Improvement Contribution Agreement ("Agreement") sets forth the Agency's commitment to reimburse Boise City Public Works the actual cost—not to exceed \$250,000—for geothermal repairs.

**Fiscal Notes:**

The Agency's FY2022 approved Capital Improvement Plan (CIP) includes \$250,000 for the 9<sup>th</sup> Street and Bannock Street Intersection Geothermal Repairs. This funding augments a \$261,500 contribution from Public Works for a project total budget of \$511,500.

City staff believes the budget is adequate given that construction activity will be completed by City Utility Maintenance crews, along with efficiencies created by collaborating with the ACHD project.

**Staff Recommendation:**

Approve and authorize staff to execute the Type 4 Capital Improvement Contribution Agreement for the 9<sup>th</sup> Street and Bannock Street Intersection Geothermal Repairs.

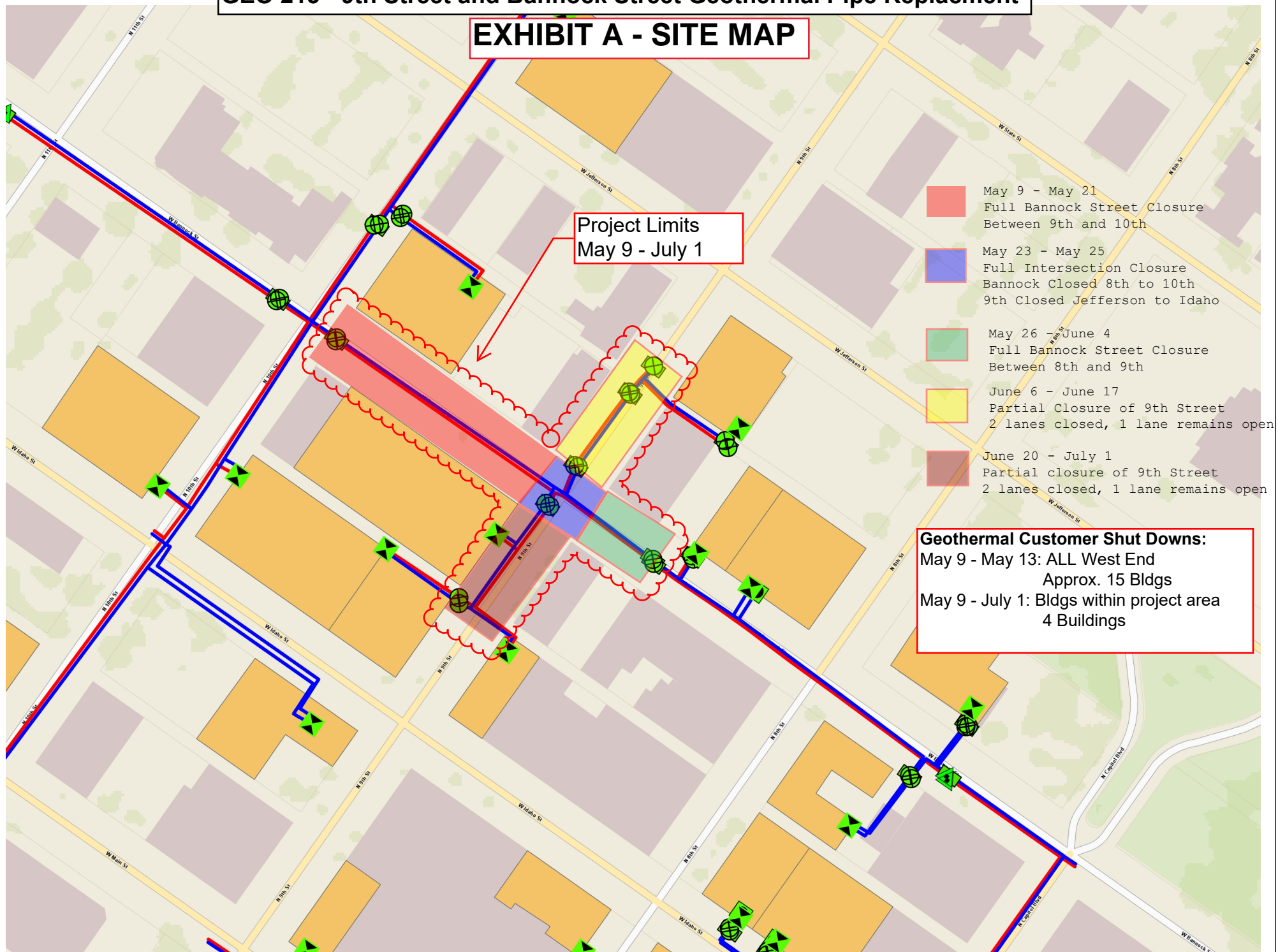
**Suggested Motion:**

I move to direct staff to negotiate a final Type 4 Capital Improvement Contribution Agreement with City of Boise for future Board approval.



# GEO 213 - 9th Street and Bannock Street Geothermal Pipe Replacment

## EXHIBIT A - SITE MAP



**EXHIBIT B**  
**SCHEDULE OF ELIGIBLE PROJECT COSTS**

January 3, 2022  
Jon Gunnerson, City of Boise

9th and Bannock Cost Estimate

Item	Unit	Price/Unit	Quantity	Cost
Materials	LS	\$279,060.00	1	\$279,060.00
Freight	LS	\$35,000.00	1	\$35,000.00
Traffic Control	LF	\$25.00	870	\$21,750.00
Trench Excavation	LF	\$30.00	870	\$26,100.00
Type B-2 Trench Bedding	LF	\$15.00	870	\$13,050.00
Type A Trench Backfill	LF	\$5.00	870	\$4,350.00
Type P Surface Restoration	LF	\$35.00	870	\$30,450.00
Service Connections	Ea	\$10,000.00	4	\$40,000.00
Valves and Vaults	Ea	\$15,000.00	4	\$60,000.00
Erosion and Sediment Control	LF	\$2.00	870	\$1,740.00
				\$511,500.00



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## AGENDA BILL

<b>Agenda Subject:</b> 1103 W. Lee Street – 11 <sup>th</sup> and Lee - Type 4 Participation Agreement Designation		<b>Date:</b> January 18, 2022
<b>Staff Contact:</b> Alexandra Monjar	<b>Attachments:</b> 1) Site Map 2) Renderings 3) Public Improvement Plan 4) 11 <sup>th</sup> Street Scope Coordination Plan	
<b>Action:</b> Review 11 <sup>th</sup> and Lee as a project eligible to utilize the Type 4 Capital Improvement Project Coordination Participation Program and direct staff to continue negotiating a final agreement with 11 <sup>th</sup> and Lee BE, LLC for future board approval.		

**Background:** 11<sup>th</sup> and Lee is a planned four-story, mixed-use building totaling 45,000 sf on approximately .56 acres with approximately \$13.7 Million in development costs. Developer deChase Miksis is a local development team which has partnered with CCDC on previous projects, including the Ash + River Townhomes located in the same neighborhood as 11<sup>th</sup> and Lee. This project will add 48 market-rate residential units and 600 SF of ground-floor, corner commercial space to this diverse area in CCDC's River Myrtle Old Boise (RMOB) District.

The project is in alignment with the RMOB Plan and the City of Boise's River Street Master Plan which envision strengthening the area's identity as a mixed income, urban neighborhood with a full range of housing choices. The proposed unit mix includes six studios, 27 one-bedroom and 15 two-bedroom apartments, ranging in size from 497 SF to 1,017 SF. Rents will be ~\$1,400 for a studio, ~\$1,650 for a one-bedroom, and ~\$2,125 for a two-bedroom. 36 on-site parking stalls will be screened from view with rear and tucked-under stalls. The project will also provide 48 bicycle parking spaces.

This project embodies several urban design elements encouraged by the Agency, including engaging and activating the street with compact development abutting the sidewalk, significant ground floor glazing, and prominent, street-facing entryways; significantly improving pedestrian, utility, and storm water infrastructure; replacing dormant buildings; and minimizing the visual presence of parking by locating stalls behind and under buildings.

DeChase Miksis has applied for CCDC assistance for the project's public improvements, and the Agency has determined that a Type 4 agreement is most appropriate for this project given its overlap with the 11<sup>th</sup> Street Bikeway Capital Improvement Project. The Type 4 Capital Improvement Project Coordination Participation Program allows for responsive coordination of planned infrastructure improvements with private development partners.

The Agency has been in close communication with the developer during design and planning of their respective projects and has determined that it is beneficial and efficient to subcontract with the developer for a portion of 11th Street's scope of work. The current coordination plan is included as an exhibit to this Agenda Bill and upon designation, a final coordination plan will be included in the agreement. The project's other planned public improvements include widening the alleyway to meet ACHD standards and improving the pedestrian environment of Lee Street with a detached sidewalk and eight-foot parkway strip planted with trees.

The total estimated eligible expenses are \$330,000. Expenses for 11<sup>th</sup> Street scope are ~\$103,000 and will be reimbursed with standard Type 4 terms – on completion and for actual construction costs approved by the Agency in alignment with the Capital Improvement Plan. Expenses related to Lee Street are ~\$226,000 which the Agency proposes to reimburse following Type 1 terms – on completion and limited to \$200,000.

11<sup>th</sup> and Lee meets the requirements of the Participation Program as approved by the CCDC Board and promotes the objectives of the RMOB Plan. The project received Design Review approval in July 2021. The developer plans to begin construction this March and anticipates completion in May 2023. CCDC would expect to issue reimbursement in Spring/Summer 2023.

**Project Summary:**

- 1103 W Lee Street
- 0.56 acres
- 44,400 SF residential, 600 SF commercial
- 48 units, mix of studio, one-, and two-bed
- \$13.7 million Total Development Costs
- \$330,000 Estimated Eligible Expenses (\$303,000 reimbursable)
  - \$226,000 for Lee Street (\$200,000 reimbursable)
  - \$103,000 for 11<sup>th</sup> Street Scope

- 36 parking stalls, 48 bicycle spaces
- 50 construction, and 5 permanent jobs

**Timeline:**

- July 2021 – Design Review Approval
- TODAY – Type 1 Designation
- Feb/Mar 2022 – Agreement Approval
- Mar 2022 – Construction begins
- May 2023 – Project complete
- June 2023 – CCDC issues reimbursement

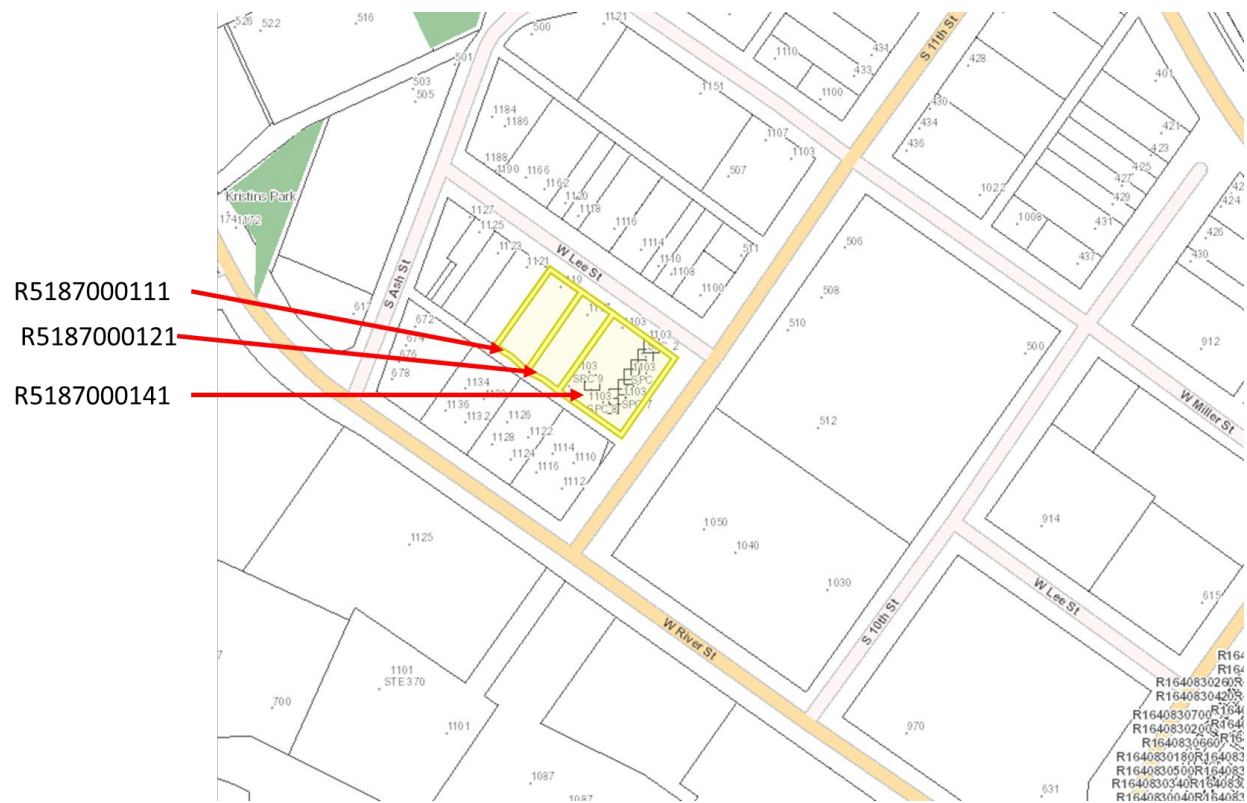
**Fiscal Notes:** The project has estimated Eligible Expenses of \$330,000. RMOB has sufficient funds to cover the total estimated reimbursement amount. CCDC's 2022 CIP budget in RMOB includes Streetscape Reimbursements sufficient to fund \$200,000 of these improvements related to Lee Street, and if approved by the Board, the \$103,000 for 11<sup>th</sup> Street scope will be included in the next CIP update.

**Staff Recommendation:** Provide feedback and direct staff to continue negotiating and finalizing the terms of the Type 4 Participation Agreement with 11<sup>th</sup> and Lee BE, LLC for future board approval.

**Suggested Motion:**

I move to direct staff to negotiate a final Type 4 Participation Agreement with 11<sup>th</sup> and Lee BE, LLC for future board approval.

## Attachment #1 – Site Map

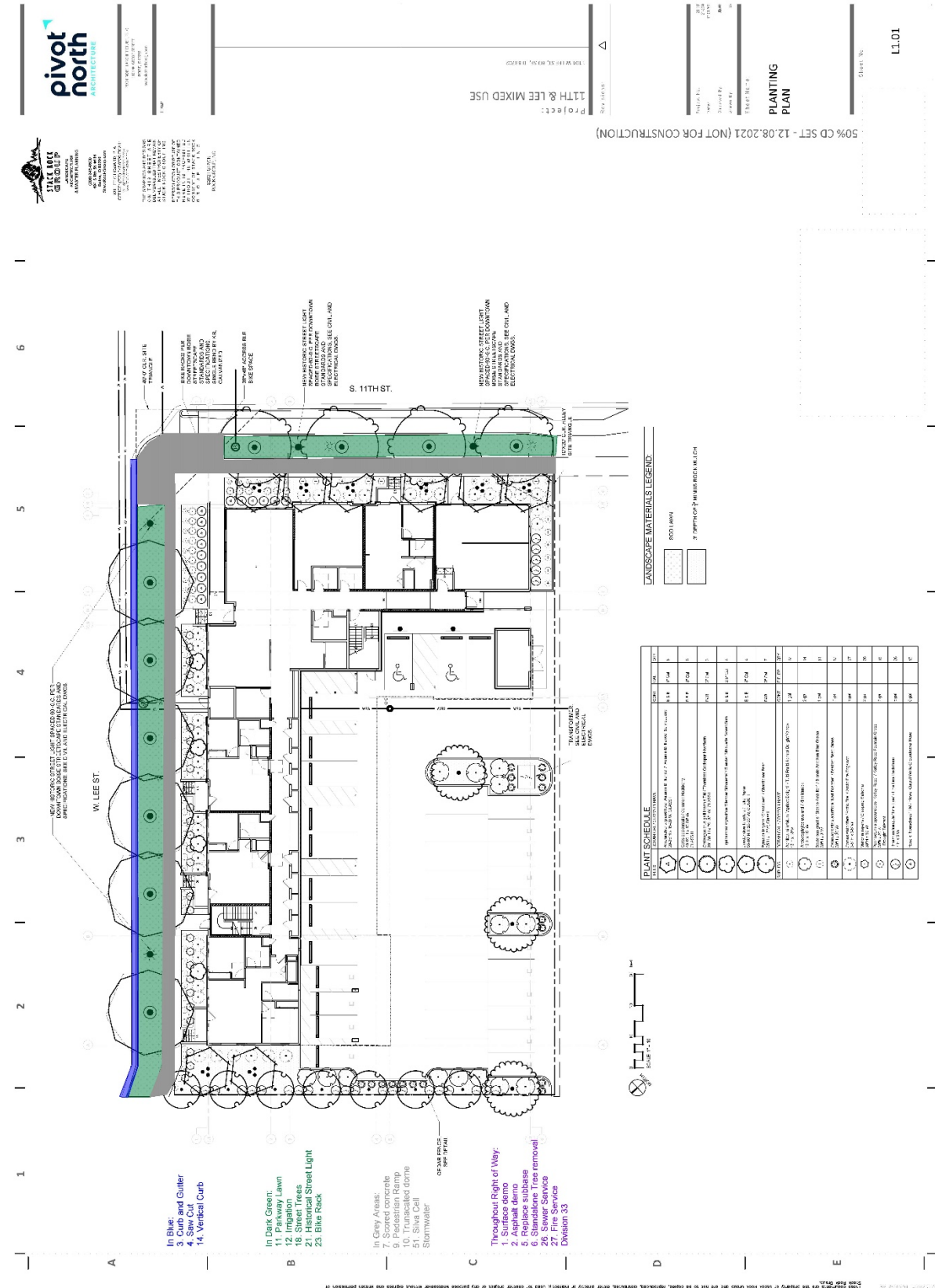




## Attachment #2 – Renderings

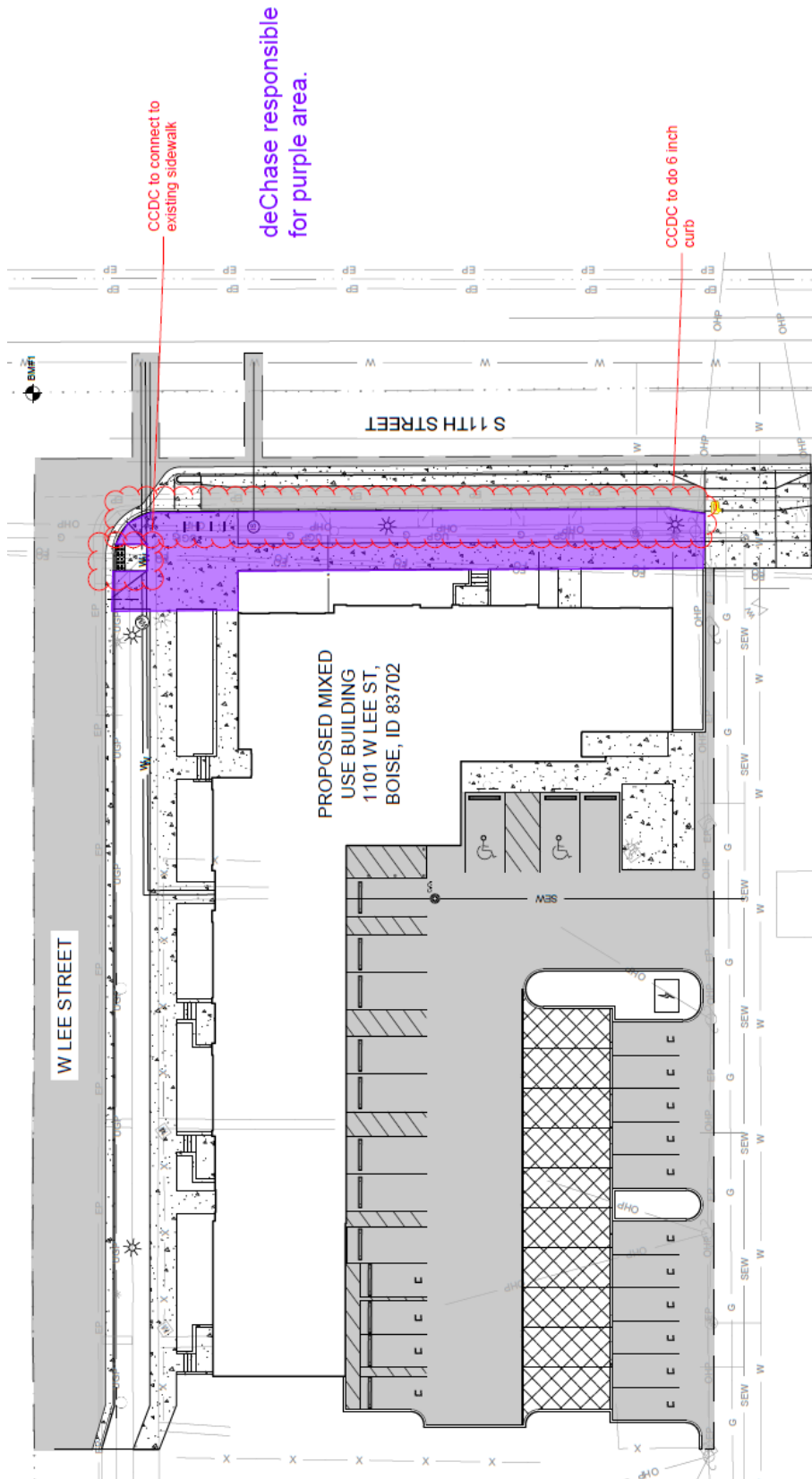


# Attachment #3 – Public Improvement Plan





## Attachment #4 – 11<sup>th</sup> Street Scope Coordination Plan





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## AGENDA BILL

<b>Agenda Subject:</b> 951 E Gowen Rd – Red River Logistics and Commerce Centers – Type 2 Participation Designation		<b>Date:</b> January 18, 2022
<b>Staff Contact:</b> Alexandra Monjar	<b>Attachments:</b> 1) Site Map 2) Renderings 3) Public Improvement Plans	
<b>Action Requested:</b> Review 951 E Gowen Rd as eligible to utilize the Type 2 General Assistance Participation Program and direct staff to negotiate a final agreement with Red River Logistics Center LLC and Red River Commerce Center LLC for future board approval.		

**Background:** Red River Logistics and Commerce Centers will consist of nearly 1.3 million square feet of speculative Class A industrial space designed to accommodate a wide range of uses including distribution, manufacturing, office, R&D, warehouse, storage, and other industrial uses in the Gateway East District. The project contemplates concurrent development on two sites, one addressed at 951 E Gowen Road (the “Logistics Center”) and one at 7031 S Eisenman Road (the “Commerce Center”). The Logistics Center will include ~901,000 square feet, 456 parking spaces and trailer parking while the Commerce Center will include three buildings totaling ~380,000 square feet, 289 parking spaces, and trailer parking. Total development costs are estimated to be \$142.6 million. The developer estimates that 486 construction jobs and 640 permanent jobs will be created through the project.

Red River Logistics Center LLC and Red River Commerce Center LLC are special purpose entities created to develop these sites under the overall project from Flint Development, a commercial real estate firm based in Kansas City. The firm specializes in industrial and commercial development across the US and Flint Development principals have over 50 years of combined experience with 1.3M square feet of Class A industrial development completed another 5.5 million square feet under construction and 16.5 million square feet in the company’s development pipeline.

951 E Gowen Road is a flag-shaped parcel adjacent to AZEK’s flagship western manufacturing and distribution facility currently under construction. 7031 S Eisenman Road is directly west of the Outlet Mall/Idaho Ice World across Eisenman Road and the current address of Hearthside Food Solutions. The developer is under contract to purchase the 26-acre undeveloped portion of this site for this project. The two sites are separated by the Boise Cut-Off railroad line, greater use of which is identified as an economic development opportunity in the Gateway East Plan.

Flint Development has requested CCDC assistance under the Type 2 Program for the nearly \$4 million of public utility and streetscape improvements planned for the project. Approximately 97% of these costs are for the extension of Production Street, which is one of the infrastructure projects listed in the Gateway East Plan and will provide connectivity to parcels previously inaccessible by public right of way. This street extension will also increase the feasibility of development of surrounding vacant parcels lacking right of way access.

The Logistics Center received Design Review approval this month and the developer anticipates obtaining Design Review approval for the Commerce Center in February. Typically, projects have approval before designation by CCDC's Board of Commissioners. Developers have requested an accelerated timeline as they are scheduled to close on properties at the end of February and CCDC participation is a critical consideration for the project's financing. Flint Development plans to begin construction in March of this year and complete construction in May 2023. CCDC's reimbursement period would run from 2025 to 2030.

In July 2019, the CCDC Board approved the Gateway East Participation Program which includes Type 2 General Assistance Reimbursement. Under the Gateway East Participation Program, no scorecard is used, and public improvement costs are eligible for reimbursement at 80% of annual tax increment generated by the project for up to six years, subject to Board approval. This project meets the requirements of the Type 2 Program and promotes CCDC and City objectives to diversify and grow Boise's economy by promoting industrial development in Gateway East.

**Project Summary:**

- 951 E Gowen Rd & 7031 S Eisenman Rd
- 120 acres
- ~1.3M SF Class A industrial space
- ~\$142.6M Total Development Costs
- ~\$4M Estimated Eligible Expenses
- 486 estimated construction jobs
- 640 estimated permanent jobs with estimated \$45,000 median salary

**Timeline:**

- Jan 2022 – DR Approval for Logistics
- TODAY – CCDC Type 2 Designation
- Feb 2022 – DR Approval for Commerce
- Feb/Mar 2022 – Agreement Approval
- Mar 2022 – Construction begins
- May 2023 – Project Complete
- 2024 – Full value on tax rolls
- 2025- 2030 –Reimbursement Period

**Fiscal Notes:** The project includes an estimated \$4 million of eligible expenses for public improvements. Based on CCDC's tax increment generation equation, CCDC estimates the project will generate increment sufficient to reimburse \$3.6 million of these expenses over 6 years. The actual reimbursement will be determined by the actual tax increment generated by the project and received by CCDC and will not exceed the project's actual eligible expenses as verified by CCDC. Upon approval of an agreement, the Agency will include the project in the next Five-Year Capital Improvements Plan amendment for the Gateway East District.

**Staff Recommendation:** Provide feedback and direct staff to negotiate and finalizing the terms of the Type 2 Participation Agreement for future board approval.

**Suggested Motion:**

I move to direct staff to negotiate a final Type 2 Participation Agreement with Red River Logistics Center LLC and Red River Commerce Center LLC for future board approval.

## Attachment #1 – Site Map





Attachment #2 – Renderings (1 of 2)



Flint Development	Boise, ID	10.04.2021	RED RIVER LOGISTICS		
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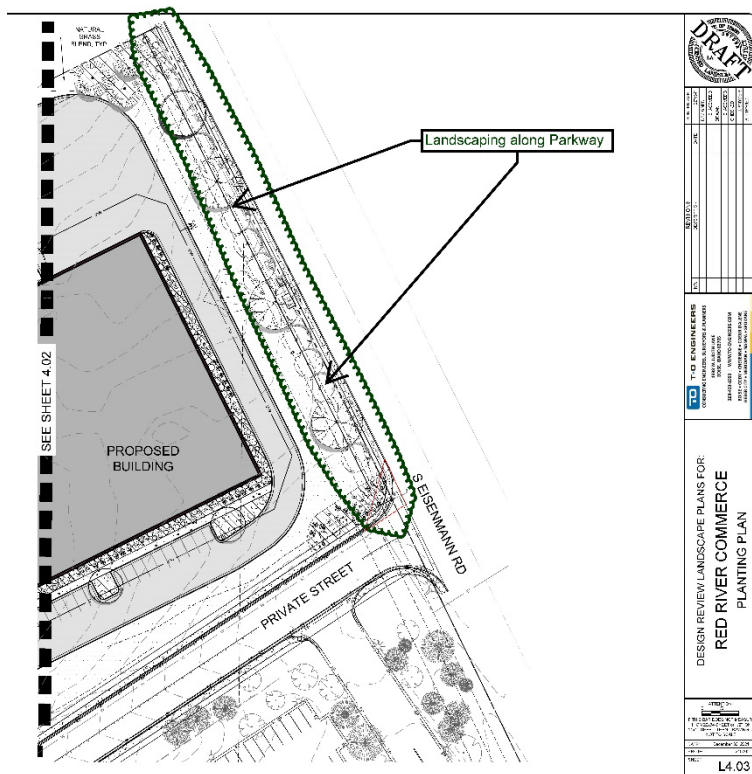
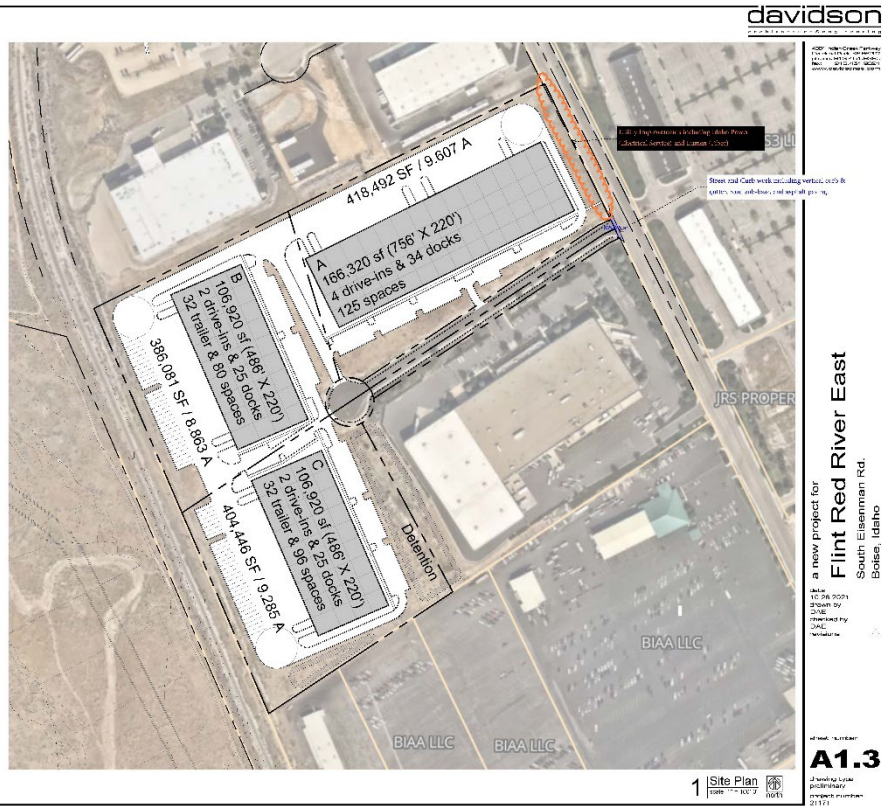
Flint Development	Boise, ID	09.16.2021	RED RIVER LOGISTICS		
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## Attachment #2 – Renderings (2 of 2)



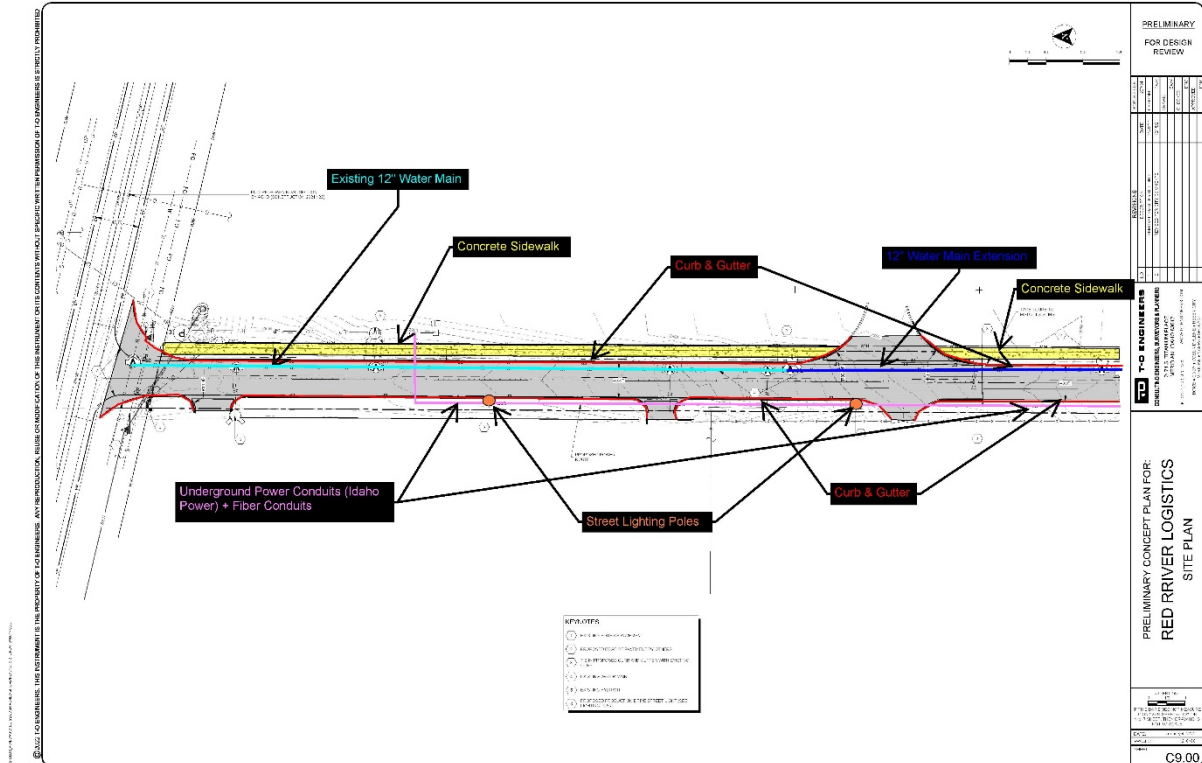
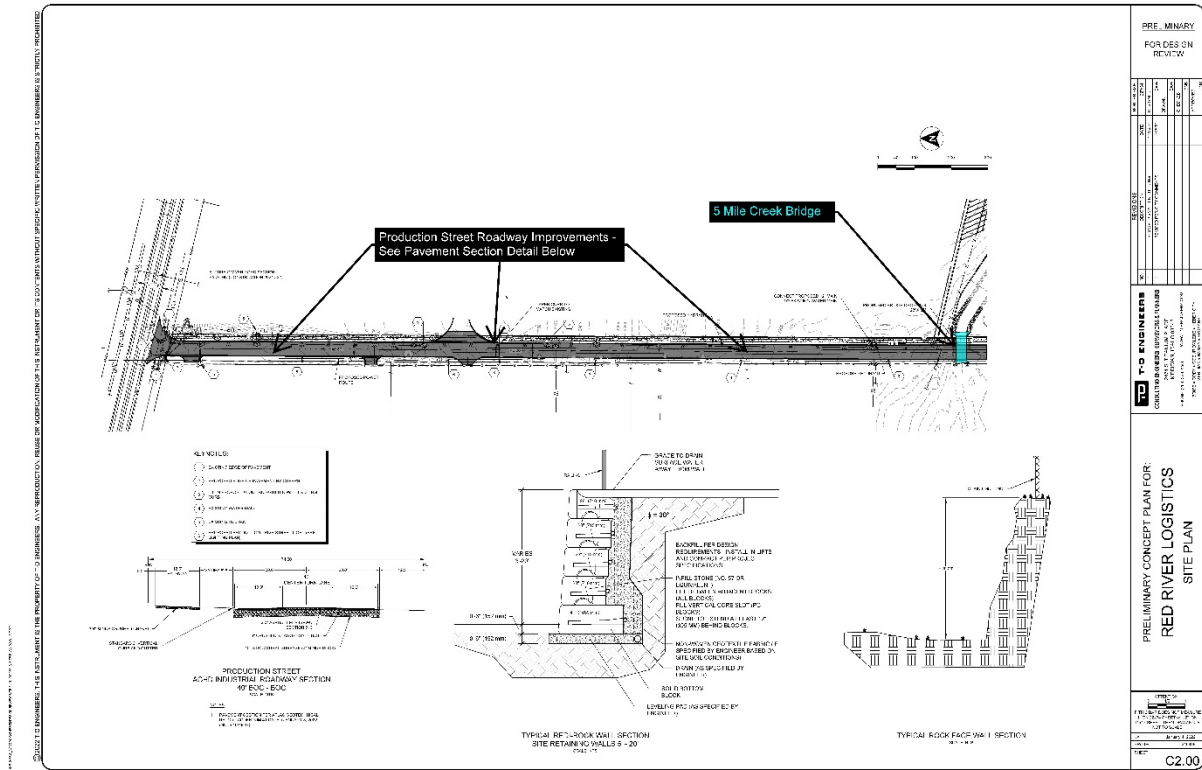


## Attachment #3 – Public Improvement Plans (1 of 3)

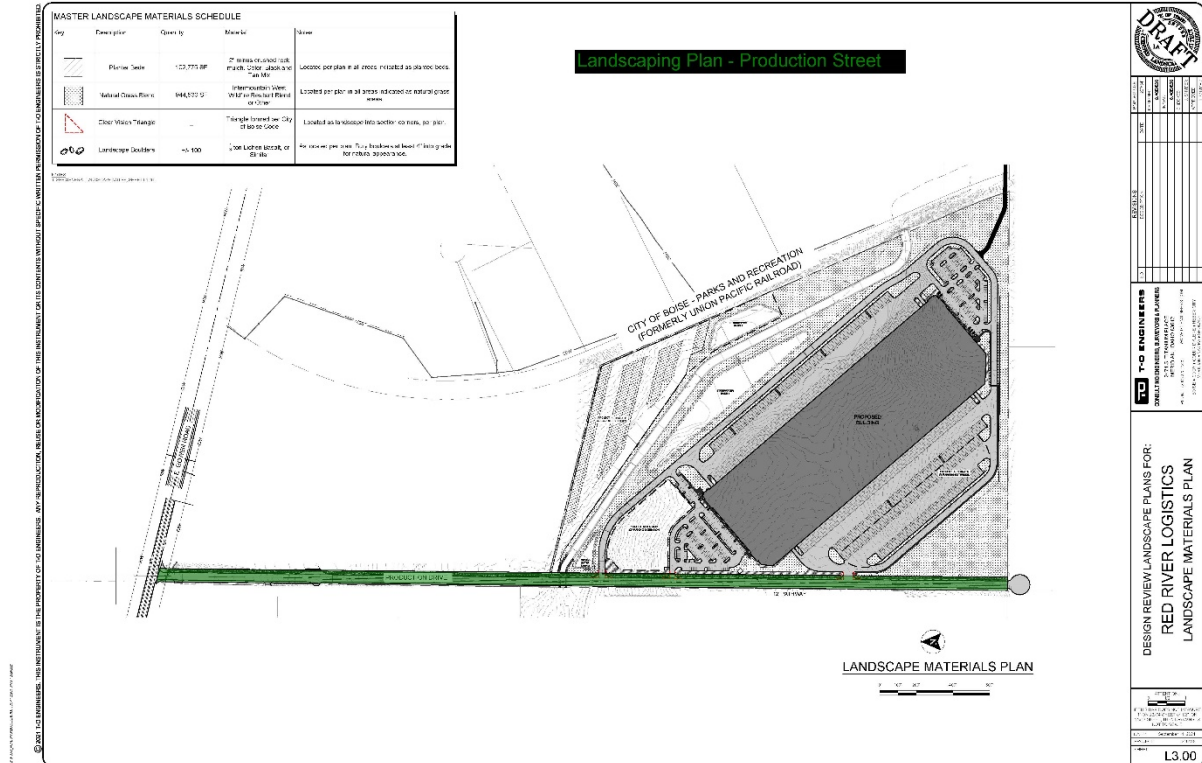
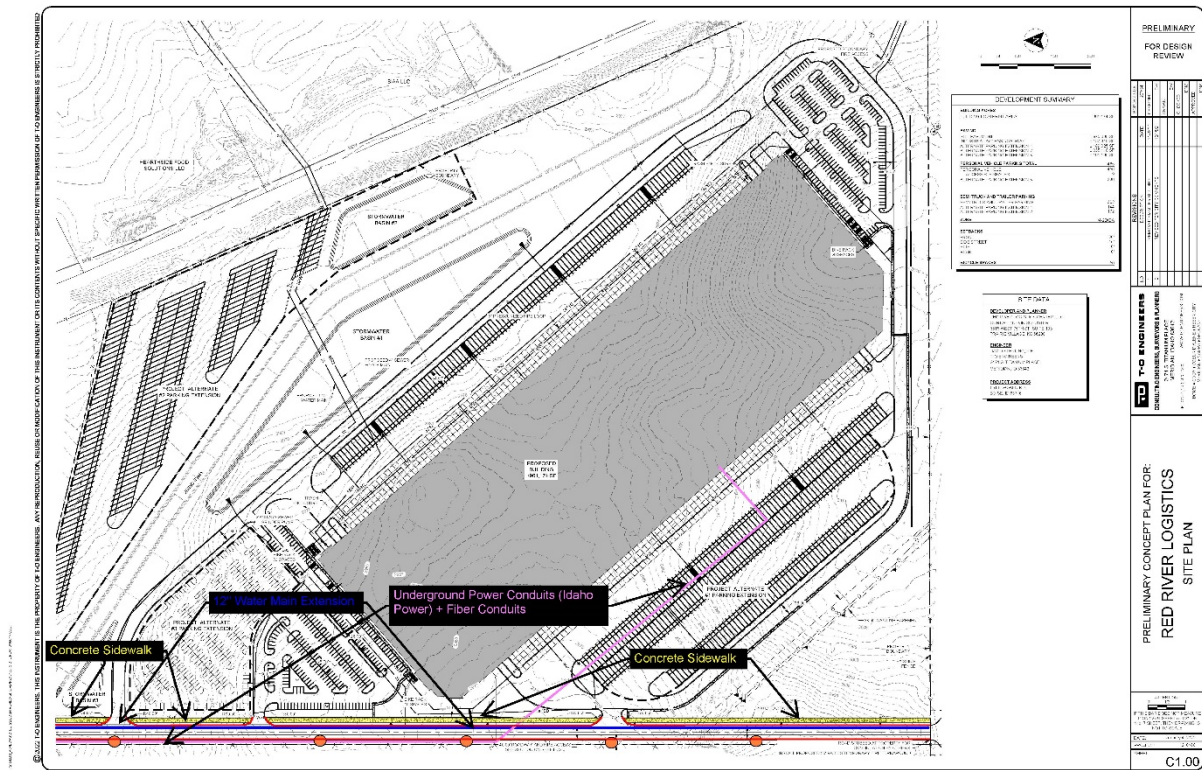




## Attachment #3 – Public Improvement Plans (2 of 3)



# Attachment #3 – Public Improvement Plans (3 of 3)





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## AGENDA BILL

<b>Agenda Subject:</b> Set Public Comment Date of March 14, 2022 to Consider ParkBOI Parking Rate Adjustment		<b>Date:</b> January 18, 2022
<b>Staff Contact:</b> Matt Edmond, Director of Parking & Mobility	<b>Attachments:</b> 1. Proposed Parking Rate Adjustments for 2022 2. Model Stakeholder Letter	
<b>Action Requested:</b> Set a public comment date for March 14, 2022 to consider adjusting parking rates.		

### Background

The Agency occasionally adjusts parking rates in the six garages it owns and operates downtown to 1) manage demand among the garages, 2) cover increases in operations and maintenance costs, and 3) provide a revenue source for system modernization and expansion and mobility alternatives. The Agency last adjusted parking rates in February 2018. The Agency had contemplated a parking rate adjustment in response to growing downtown parking demand in early 2020, but tabled that effort as the COVID pandemic took hold and parking demand plummeted. Downtown parking demand has since largely recovered, as shown in the table below.

Metric	January 2020 <sup>1</sup>	December 2021	% of Pre-Pandemic
Monthly Parking Permits	2,663	2,480	93%
Hourly Garage Entries	75,211	69,193	92%
Hourly Revenue	\$325,839	\$281,367	86%

Note 1: January 2020 data excludes the Capitol & Front Garage, sold in June 2021, to allow for comparison with December 2021 data.

### Demand Based Pricing

As a parking management best practice and a strategy included in the Agency's *2016 Parking Strategic Plan*, ParkBOI employs different monthly rates at its garages to balance the varying degrees of supply and demand and to ensure some amount of parking availability throughout the day at each of those garages. Monthly customers at the two busiest garages (9<sup>th</sup> & Main and Capitol & Main) pay the highest monthly rate of \$175, while monthly customers at the garage with the most available capacity (11<sup>th</sup> & Front) pay the lowest monthly rate of \$100. This table

illustrates the difference in peak demand among the garages, both pre-pandemic and in recent months.

Garage	Spaces	Nov 2019 – Feb 2020 Peak Occupancy	Nov – Dec 2021 Peak Occupancy
Capitol & Main Garage	495	84.4%	93.9% <sup>2</sup>
9 <sup>th</sup> & Main Garage	386	89.4% <sup>2</sup>	86.0% <sup>2</sup>
9 <sup>th</sup> & Front Garage	584	73.5%	82.7%
Capitol & Myrtle Garage	343	71.7%	59.5%
10 <sup>th</sup> & Front Garage	543	68.1%	46.2%
11 <sup>th</sup> & Front Garage	828	14.6%	44.1%

Note 2: A parking facility is generally considered to be at capacity when 85% or more of its spaces are occupied.

These occupancy rates do not account for some unmet demand for monthly permits at 9<sup>th</sup> & Main and Capitol & Main, which have a combined current waitlist of 43 people seeking monthly permits. Agency staff and the ParkBOI operator believe a higher monthly rate difference is in order to shift some monthly permit demand from these two garages to garages with available permits such as 10<sup>th</sup> & Front.

Traditionally, ParkBOI has maintained a uniform hourly (\$3/hour after First Hour Free) and daily maximum (\$15) rate for user clarity. The busiest garages in the ParkBOI system, 9<sup>th</sup> & Main and Capitol & Main, are increasingly reaching capacity during times of peak demand (typically midday on weekdays and on weekend evenings) due to not only monthly and short-term hourly customers, but also hourly customers who park “all day” (for 6 hours or more). At present, 180 to 200 hourly customers park “all day” in the 9<sup>th</sup> & Main and Capitol & Main Garages on the average weekday, occupying up to 25% of those garages’ total capacity, while excess capacity exists all day in ParkBOI’s less centrally located garages. This large “all day” use risks potentially displacing more time-sensitive hourly customers coming downtown to have lunch or do some quick shopping. Agency staff and the ParkBOI operator believe a higher daily maximum rate is in order to encourage some of these “all day” parkers to make use of less busy garages and preserve more availability for truly short-term customers.

### **New “Soft Pool” Parking Product**

In addition to these rate adjustments, Agency staff is also proposing to offer a new parking product on a trial basis for employers who pay for employee parking and have a number of employees who work (and park) downtown on an irregular basis due to remote work, part time work, or some other reason. An employer using this program will be able to pay based on the maximum number of parking spaces they expect to use at one time, rather than the number of permits, with the provision that they would have to pay the short term rate—above and beyond monthly rates—for any parking used by their employees in excess of the allowable limit each month. Agency staff believes this may be a valuable product for some employers, either in the



service industry or phasing in a return to office from remote work. ParkBOI plans to offer this product exclusively at the 10<sup>th</sup> & Front Garage, where there is sufficient capacity, for a trial period of 6-12 months. After that time, staff will present to the Board preliminary findings of the trial.

### **Increasing Operations & Maintenance Costs**

The Agency uses revenue generated by ParkBOI to fund the parking system's operations, maintenance, and modernization. Many of these costs have increased in recent years. As with much of the Boise labor market, the ParkBOI operator has necessarily increased wages by over 25% for rovers and maintenance staff and over 15% for administrative staff since 2019. Several of the ParkBOI structures are reaching an age that requires more expensive maintenance such as concrete rehabilitation, elevator modernization, and general building code upgrades. The Agency spent approximately \$2 million on concrete rehabilitation in 2021, and another \$8 million for garage preservation, rehabilitation, code updates, and modernization is planned over the next five years.

### **Modernization and Expansion of Parking and Mobility**

In recent years, the Agency has worked with stakeholders and agency partners to introduce and promote alternatives to single occupant vehicle driving and parking. Some examples of this include sponsorship of Boise GreenBike, the City-BSU Park-n-Ride shuttle, partnership in City Go, BikeBOI secure bike parking, and carpool priority parking and electric vehicle charging stations in ParkBOI garages. With some of the revenue generated from parking fees, ParkBOI will not only look to fund some system expansion, as with the public parking and mobility component of the proposed Block 68 project, but also continue to support and help fund mobility options while working to become more sustainable itself. This could include more electric vehicle charging, bike share, electric car share, rooftop solar, support for transit, or other efforts as deemed appropriate by stakeholders and the Agency Board.

### **Public Notice & Outreach**

Our Parking Management Plan requires that the Agency give notice to all users of a proposed rate change and provide the opportunity for input and comment. The March meeting is the next available date to hold the rate consideration meeting in order to give sufficient notice and opportunity to comment. Agency staff will work with the ParkBOI operator to send notice of the proposed rates and Board meeting to consider rate changes to customers and stakeholders. The Agency will also post and publish a public notice to the *Idaho Statesman*, on [www.ccdcboise.com](http://www.ccdcboise.com), and on social media, and host an online survey to gather feedback.

### **Fiscal Impact:**

The proposed rate adjustments as shown in Attachment 1 would increase parking revenue by approximately \$185,000 for FY2022 if fully implemented on May 1, and by \$450,000 in FY2023. The Agency will use the additional revenue to help fund increased operating and maintenance

costs, facility modernization and sustainability efforts, travel demand management programs, and construction of additional parking facilities.

**Next Steps:**

- January 21: ParkBOI online survey goes live, send notice to stakeholders
- No later than February 11: Notice of March 14 rate change meeting in Idaho Statesman
- February 15: ParkBOI sends out February invoices with reminder of proposed rate changes and survey link
- February 28: Close ParkBOI online survey
- March 14, 2022: Board meeting to consider rate adjustments
- May 1, 2022: New rates go into effect

**Staff Recommendation:**

Set a public comment date of March 14, 2022 to consider adjusting ParkBOI monthly rates, the daily maximum rate, and miscellaneous parking rates, for implementation May 1, 2022.

**Suggested Motion:**

I move to schedule a public comment date for the Board meeting of March 14, 2022 to consider adjusting parking rates effective no sooner than May 1, 2022; and authorize Agency staff to take the necessary steps to prepare and publish public notice of the proposed rate increases and to prepare and distribute notice of the proposed rate increases to current patrons and stakeholders.

# PUBLIC NOTICE

## Proposed Parking Rate Adjustments

### January 2022

The Capital City Development Corporation (CCDC) Board of Commissioners will consider rate adjustments for the ParkBOI Public Parking Garage System at its meeting on March 14, 2022. The meeting will begin at 12:00 p.m. in CCDC Board Room located at 121 N. 9<sup>th</sup> St., 5<sup>th</sup> Floor, Boise, Idaho. Rates under review are related to daily maximum, monthly passes, hotel overnight, and monthly reserved parking. Rates are intended to be in effect for one year.

To comment on the proposed rate changes, parking garage users can attend the March 14, 2022 CCDC Board meeting, complete the [CCDC 2022 Parking Survey \(https://www.surveymonkey.com/r/ParkBOI2022\)](https://www.surveymonkey.com/r/ParkBOI2022), or submit comments by email, fax, or mail. Written comments are due by 10:00 am March 14, the day of the meeting.

ParkBOI Parking Rate Adjustments  
Capital City Development Corporation  
121 N. 9<sup>th</sup> St., Suite 501  
Boise, Idaho 83702

Email: [info@ccdcb Boise.com](mailto:info@ccdcb Boise.com)  
Fax: (208) 384-4267

Web: <http://www.ccdcb Boise.com/parking/proposed-parking-rates/>

#### Proposed 2022 Rate Adjustments for ParkBOI Facilities

Category	Current Rate	Proposed Rate	% Change
First Hour	Free	Free	No change
Hourly Rate (all garages)	\$3/hour	\$3/hour	No change
Weekday Max (9 <sup>th</sup> & Main, Cap & Main)	\$15	\$20	33%
Weekday Max (all other garages)	\$15	\$15	No change
Weekend Max (all garages)	\$6	\$8	33%
9 <sup>th</sup> & Main Monthly	\$175	\$190	9%
Capitol & Main Monthly	\$175	\$190	9%
Capitol & Main Reserved (Residential)	\$220	\$230	5%
Capitol & Main Reserved (Commercial)	New	\$250	New product
Capitol & Myrtle Monthly	\$140	\$150	7%
Capitol & Myrtle Reserved	\$155	\$170	10%
10 <sup>th</sup> & Front Monthly	\$140	\$150	7%
10 <sup>th</sup> & Front Reserved	\$155	\$170	10%
9 <sup>th</sup> & Front Monthly	\$140	\$150	7%
9 <sup>th</sup> & Front Reserved	\$190	\$200	5%
11 <sup>th</sup> & Front Monthly	\$100	\$125	25%
Employee PM Rate (10 <sup>th</sup> & Front)	\$50	\$50	No change
11 <sup>th</sup> & Front Hotel	\$7.50	\$8	7%
Hampton Inn Overnight	\$8	\$8	No Change
Hotel 43 Overnight	\$15	Discontinued	N/A
Chandler's Valet	\$2.66 per Car	Discontinued	N/A
Car/Van Pool (Cap & Myrtle, 9 <sup>th</sup> & Front, 10 <sup>th</sup> & Front, 11 <sup>th</sup> & Front)	New	\$75 + City Go*	New product
Special Event	\$10	\$10	No change
BikeBOI	\$20 activation	\$20 activation	No change

*\*requires additional \$50 annual fee for City Go membership*

This public meeting will be conducted in a location accessible to those with physical disabilities. Participants may request reasonable accommodations, including but not limited to a language interpreter, from CCDC to facilitate their participation in the meeting.





January 18, 2022

**Subject: Proposed ParkBOI Parking Rate Changes**

Dear Stakeholder:

On Monday, March 14, 2022, the Capital City Development Corporation (CCDC) Board of Commissioners will consider proposed rate changes for daily, monthly, hotel and related parking rates throughout its ParkBOI downtown public parking system. If approved the new rates will take effect May 1, 2022. No changes are proposed to the current First Hour Free or \$3 hourly rates. Complete details are available at:

<http://www.ccdcboise.com/parking/proposed-parking-rates/>.

ParkBOI rates are based on supply and demand and site specific pricing to maximize utilization of its parking garage system. The new revenues will fund two complementary initiatives. First, continued parking system maintenance and improvements. CCDC will invest over \$10 million in parking facilities maintenance and modernization over the next five years. Second, CCDC is working with agency partners to develop a broad array of practical transportation choices to reduce the demand for limited downtown parking. CCDC is a contributing member of City Go, a Transportation Management Association (TMA) consisting of businesses, developers, property owners and managers and government entities that are addressing local transportation issues and shaping the future of mobility.

The CCDC Board of Commissioners will consider the proposed rates at its regular monthly meeting, March 14, 2022, beginning at noon in the CCDC Board Room, 121 N. 9<sup>th</sup> Street, Suite 501. Interested citizens are invited to provide feed-back via [online survey](https://www.surveymonkey.com/r/ParkBOI2022) (<https://www.surveymonkey.com/r/ParkBOI2022>), comment in-person, or to submit written comments. Submit written comments by 10:00 a.m., March 14, the day of the meeting, to the address above or to [info@ccdcboise.com](mailto:info@ccdcboise.com).

Sincerely,

Matt Edmond  
Director of Parking & Mobility

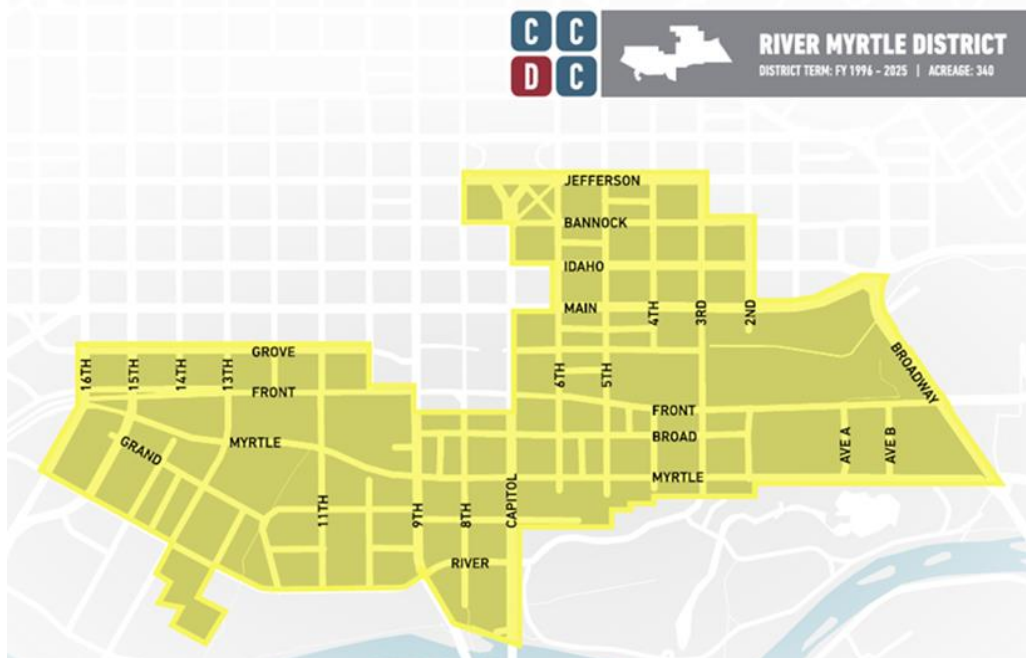


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**DATE:** January 18, 2022  
**TO:** Dana Zuckerman, Chair  
Board of Commissioners  
**FM:** John Brunelle, Executive Director  
**RE:** CCDC Monthly Report

## RIVER – MYRTLE / OLD BOISE DISTRICT



### Economic Development

**5th & Front Streets - Hotel and Parking Garage - PP Type 3, 5:** CCDC leases 200 monthly, reserved spaces for public use and will reimburse for the installation of the approved public art piece, "Pale Blue Dot." On October 11, 2021, the Board approved an amendment to extend the deadline for the art installation to December 31, 2022 due to material and fabrication delays. *Project Lead: Alexandra Monjar*

**200 W. Myrtle Street - Jules on 3rd (formerly Boise Caddis) - PP Type 2:** This 160 unit apartment building with ground floor retail and parking garage owned by Ada County held its [opening celebration on August 5](#). Cost Documentation for approximately \$1.2 million in eligible expenses will be complete as soon as the easement agreement is executed with the City of Boise and reimbursement will begin next year. *Project Lead: Alexandra Monjar*



**204 E. Myrtle Street - CDG Boise - PP Type 2:** The Board approved Type 2 assistance in December 2019. CDG Boise is building a 249-unit apartment building with 353 parking spaces. CCDC will reimburse approximately \$980,000 of public improvements including streetscapes and utility work. The developer expects to complete construction in late 2022 with core and shell construction currently underway. *Project Lead: Alexandra Monjar*

**406 W. Broad Street - Hearth Apartments (formerly The Cartee) - PP Type 2:** This project includes 160 apartment units, 176 structured parking spaces, and approximately \$1.3 million in eligible expenses for streetscape improvements and utility upgrades. The developer anticipates receiving a temporary certificate of occupancy this month with full occupancy allowed early 2022. The Agency is coordinating with the developer regarding Cost Documentation. *Project Lead: Alexandra Monjar*

**512 W. Grove Street - The Lucy - PP Type 2:** This project includes 114 apartments and 8,000 sq. ft. of ground floor retail. Fifty units will be dedicated to workforce housing. The Board approved a Type 2 General Assistance Participation Agreement with 5th and Grove Investors, LLC at its March 2020 meeting to reimburse approximately \$1 million in eligible expenses for public improvements along 5th and Grove Streets and the alley. Developers will begin cost documentation soon. *Project Lead: Alexandra Monjar*

**116 6th Street - Thomas Logan - PP Type 2:** A mixed-use residential and retail project consisting of 60 apartments, including income-restricted and market rate units, 5,000 sq. ft. of retail, and 9,000 sq. ft. of office space. The CCDC Board approved a Type 2 General Assistance Participation Agreement with development partners Capital Partners, Galena Fund, and deChase Miksis at its March 2020 meeting. The approved reimbursement agreement is for approximately \$600,000 of eligible expenses for public improvements in the alley and standard streetscape improvements along 6th and Grove Streets. Developers will begin cost documentation soon. *Project Lead: Alexandra Monjar*

**113 S. 5th Street - 5th & Grove Office - PP Type 1:** At its October 2021 meeting, the Board approved the Type 1 Agreement for this project, which includes reimbursement for up to \$200k for streetscape and alley improvements, utility upgrades, and awnings providing weather protection for pedestrians. Construction is underway, with completion anticipated in summer 2022. *Project Lead: Alexandra Monjar*

**600 W. Front Street - The Vanguard - PP Type 2:** Visum Development is constructing a 75-unit apartment building on the corner of 6th and Front Streets (former Biz Print location). The Board approved this project for Type 2 assistance at its December 2019 meeting. Visum has requested reimbursement for approximately \$400,000 of public improvements, which includes streetscapes and utility work. Construction is ongoing and streetscape improvements are scheduled to be complete this month. The Agency is coordinating with the developer regarding Cost Documentation. *Project Lead: Alexandra Monjar*

**601 S. 8th Street - Mixed-Use with Public Parking - PP Type 3:** Jordan-Wilcomb Construction is partnering with local developer Global Senior Housing on a mixed-use project that preliminarily includes office, retail, public parking, and residential units. The residential portion will be a specialty "Active Adult Community Platform" for 55+ year-old adults. Current use at the property is a vacant, one-story building that previously housed the Foothills School for Arts and Sciences. CCDC is interested in purchasing a parking condominium and providing public parking at the location to support the surrounding area. The project anticipates more than 160 residential units over 5 floors, 300 parking stalls, and over 20,000 sq. ft. of commercial and retail spaces. The project's total estimated development cost is \$53 million with

## PARTICIPATION PROGRAM

**Type 1:** One-time assistance. Reimbursements up to \$200k for eligible expenses. Developer-matched.

**Type 2:** General assistance. Reimbursed by project-generated tax increment revenue. Scorecard dependent.

**Type 3:** Transformative Assistance. Large-scale or unproven projects. Often includes public parking. \$6 private to \$1 public minimum investment required.

**Type 4:** Capital Improvement Coordination. Most often used for public/public projects.

**Type 5:** Disposition of CCDC-owned property.



construction anticipated in 2021 and open by late 2022 or early 2023. The Board approved designation of the project for Type 3 Participation Assistance at its September 2020 meeting, and authorized the Executive Director to execute a Letter of Intent at the February 2021 Board meeting. The Developer is working to complete all information required for a Type 3 Transformative Assistance project details. *Project Lead: Doug Woodruff*

**CW Moore Park Improvements - Type 4 Partnership with Boise Parks:** This partnership with City Parks and Recreation will provide upgrades to CW Moore Park. The Agency is working with Parks to help fund the improvements, not to exceed \$200,000. The T4 Agreement is currently being drafted. *Project Lead: Karl Woods*

#### Infrastructure

**11th Street Bikeway & Streetscape Improvements - Grove Street to River Street:** This project combines the installation of bikeway infrastructure, streetscape improvements, ACHD-planned pavement rehabilitation, and storm water infrastructure upgrades. A full report is located under the [Westside District](#). *Project Lead: Amy Fimbel*

**RMOB Closeout Inventory and Analysis:** This project will identify locations where streetscape infrastructure repairs or upgrades are needed to address minor deficiencies, deterioration or hazards within the right-of-way. A consultant will be selected in early 2022 to perform a district-wide assessment of current conditions and to identify locations in need of improvements. Locations identified through this effort will be prioritized to inform the programming of closeout project work prior to RMOB sunset. *Project Lead: Zach Piepmeyer*

#### Mobility

**5th St & 6th St Two-Way Conversion:** CCDC is assisting ACHD and the City of Boise with this high-priority project to convert the two one-way corridors to two-way vehicle travel. ACHD previously conducted feasibility studies and performed concept level design work prior to 2017. CCDC will assist by managing the Final Design, agency approval and construction processes. A cost share with ACHD will be required to complete design, outreach and construction work for portions of these corridors located outside of URD boundaries. CCDC staff is currently coordinating with ACHD, City of Boise and ITD staff on project scope and anticipates final design work by a consultant to begin in spring 2022. *Project Lead: Zach Piepmeyer*

**S. 5th St & Myrtle St - Signalized Crossing:** This project anticipates installing a traffic signal on Myrtle Street at the 5th Street intersection to provide a safe crossing between Julia Davis Park and the Central Addition and to extend the signal-coordinated traffic calming of Myrtle Street. Kittelson & Associates completed a traffic signal warrant analysis for this project, which CCDC submitted to the Idaho Transportation Department on July 15, 2021, with a formal request to allow signalization of the intersection. ITD reviewed the request and is not supportive of a signal at this intersection due to the proximity of other crossing locations along the corridor and that sufficient signal warrants are not currently met at 5th & Myrtle. *Project Lead: Zach Piepmeyer*

#### Place Making

**Grove Street Old Boise Blocks - Multi-Block Improvement Project:** CCDC conducted an inclusive, community-driven visioning process to develop a place-making strategy for this site. The process began in June 2020 with a series of stakeholder visioning meetings to create a community-supported vision for the area. The public had several opportunities to engage in the visioning process through summer and fall 2020. The Agency presented the visioning documents to the Board at its December 14, 2020 meeting. The Agency selected Jensen Belts Associates in February as the Landscape Architect of Record for the project. The Board approved the ranking of Guho Corp. as the selected Construction Manager/General Contractor (CM/GC) for the project at the April Board meeting. Stakeholder meetings are complete, and the project was presented to City Council in July 2021. CCDC received a draft memo from the City, which proposed tasks and a road map to gain design review approval for the project. CCDC has responded to the memo



and is awaiting a reply from the City. While awaiting the response, CCDC is preparing for a Design Review submission. *Project Lead: Karl Woods*

**Linen Blocks - W. Grove Street Improvements:** This project assesses the Linen Blocks on Grove Street between 10th and 16th Streets for catalytic infrastructure improvements. CCDC conducted an inclusive, community-driven visioning process for the project from September 2020 to June 2021. The process included a series of stakeholder visioning meetings and public surveys and resulted in a final visioning document. GGLO started design in July 2021 and will have a completed design by May 2022. Construction anticipated beginning in 2022/2023. The Agency hosted two public open houses for feedback on the concept design on September 22, 2021 and used a public survey to garner additional feedback. The Board approved Guho Corp. as the selected CM/GC for the project at the October Board Meeting. The project submitted a Design Review application to the City on December 10, 2021. *Project Lead: Amy Fimbel*

**Boise City Canal Pathway - 3rd Street to Broadway:** This project anticipates constructing a non-motorized multi-use pathway generally aligned with the Grove Street corridor, connecting 3rd Street to Broadway at the recently installed enhanced pedestrian crossing to Dona Larsen Park. As recommended in the 2020 Old Boise Blocks Visioning Report, pedestrian activation and connectivity through the Grove Street corridor (including connectivity to Broadway Ave.) is important to stakeholders and the public. The project will include concept work (i.e. alternatives analysis), public outreach, final design, and construction. Because no continuous public right-of-way exists within which to construct the pathway, close coordination and cooperation with adjacent property owners will be important. CCDC has initiated preliminary discussions with property owners and agency partners and is developing an RFQ for design-related services. Consultant selection and design work anticipated to begin winter/spring 2022. *Project Lead: Zach Piepmeyer*

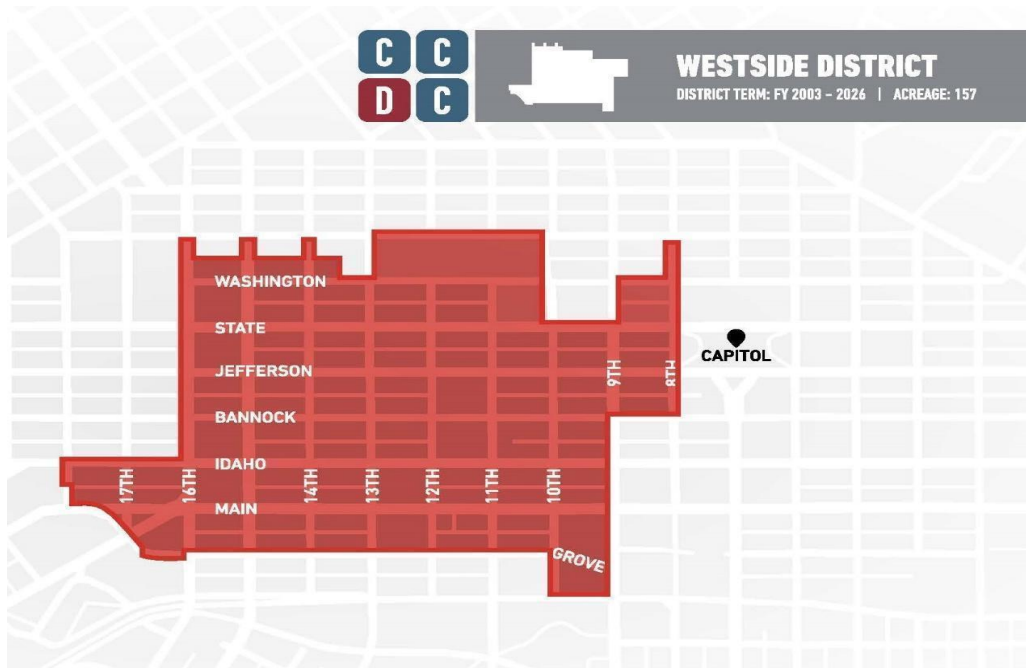
**Fulton Street Improvements - 9th Street to Capitol Blvd:** This project looks to improve Fulton Street between 9th Street and Capitol Boulevard. CCDC selected The Land Group to perform consultant design services for the project. The design team previewed draft concept alternatives with the CCDC Board on December 13 and will preview concepts with ACHD and City of Boise in early January 2022. Public outreach on the draft alternatives anticipated in February 2022. *Project Lead: Zach Piepmeyer*

#### Special Projects

**RMOB Public Art - City of Boise Broad Street Sculpture - PP Type 4:** The Arts & History Commission approved the design in October 2020. CCDC supported the project through funding and involvement in the selection process. Fabrication of the sculpture is complete and Arts & History has decided to store the sculpture until the completion of the Ovation Apartment construction to avoid potential damage to the sculpture. *Project Lead: Karl Woods*



## WESTSIDE DISTRICT



### Economic Development

**1111 Idaho St - 11th & Idaho Building - PP Type 2:** This is a nine-story, Class A office building developed by Rafanelli and Nahas and is adjacent to the Cherie Buckner-Webb Park. The Board approved the final agreement in August 2019. The Agency is working with the participant to gather all necessary cost documentation. CCDC will reimburse the developers for streetscape improvements completed along Idaho and 11th Streets, not to exceed \$740,690. *Project Lead: Alexandra Monjar*

**9th St and Bannock St. Intersection Geothermal Repairs - Type 4 Partnership with Boise City:** This partnership with the City will provide upgrades to the City of Boise's geothermal system adjacent to the intersection of 9th & Bannock Streets. The Agency is working with Public Works Engineering to help fund the geothermal upgrade costs, not to exceed \$250,000. The T4 Agreement is anticipated to be taken to the Board on January 10, 2022. *Project Lead: Karl Woods*

**1715 W. Idaho St - 17th and Idaho - Agency-Owned Property:** The Developer, SMR Development LLC, has negotiated a Purchase and Sale Agreement for the additional properties beyond 1715 Idaho included in its proposal. The Agency negotiated a Disposition and Development Agreement with SMR Development LLC, as previously directed by the CCDC Board at the January 28, 2021, Special Board Meeting. The CCDC Board approved the negotiated Disposition and Development Agreement at its July 12, 2021 Board Meeting. In accordance with the terms of the Agreement, sale of the property to Developer closed on October 15, 2021, and the project is now progressing into the construction phase. *Project Lead: Doug Woodruff*

**Block 68 Catalytic Redevelopment Request for Proposals:** At its May 2021 meeting, the Board approved issuance of a Request for Proposals concerning disposition of the two Agency-owned properties of 1010 W. Jefferson Street and 421 N. 10th Street. As part of Block 68 Catalytic Redevelopment RFP, the Agency seeks a public-private partnership to develop housing that fills gaps unmet by the private market, to expand attainable housing opportunities for Boise's active workforce and their families. The Agency is offering its two properties, participation with public infrastructure improvements, and a ParkBOI mobility hub. At the September 2021 Board meeting, the Agency introduced the three received proposals and formed the Board's Review Committee, which is comprised of three Board members and assisted by the Agency. *Project Lead: Doug Woodruff*

**1010 W. Jefferson St. - 10Ten Building - Agency Owned Property:** No significant maintenance items to report. *Project Lead: Aaron Nelson*

**421 N. 10th St. - Agency Owned Property:** No significant maintenance items to report. *Project Lead: Aaron Nelson.*

**1700 W. Main St - Rock Hard Granite Renovation - PP Type 1:** 17th & Main LLC recently purchased the building at 1700 W Main, which was home to Rock Hard Granite. The developer is renovating the building to become office space for Cole Architects and continue to lease commercial space to existing and future tenants. The renovation will include streetscape upgrades and replacing the degraded awning. The Board approved the project for Type 1 Participation in December 2021. *Project Lead: Alexandra Monjar*

## Infrastructure

**11th Street Bikeway & Streetscape Improvements - State Street to Grove Street:** This project combines the installation of bikeway infrastructure with streetscape improvements to realize plans by the City and ACHD for 11th Street as a corridor that prioritizes cyclists, pedestrians, retail business, and residents while accommodating existing vehicular use. The project spans two URDs with the improvements extending into RMOB with the continuation from Grove St. to River St. ACHD is advancing with the design of bikeway facility improvements for 11th St. from Heron St. to State St. in preparation for installation in FY2022. To maximize public investment, the Agency entered into an Interagency Agreement with ACHD to include in the project scope ACHD planned pavement rehabilitation, storm water upgrades, and the replacement of the Boise City Canal Bridge crossing on 11th Street. Jensen Belts Associates started design work February 2021 and submitted for Design Review in September 2021. The 60% design submittal circulated to partner agencies for review in December. Final design anticipated in February 2022 with construction to follow starting summer 2022. McAlvain Companies is the Construction Manager/General Contractor (CM/GC) assisting with pre-construction efforts. *Project Lead: Amy Fimbel*

**1010 W. Main St - Avery Building - PP Type 3:** The Board approved this Type 3 agreement with Avery LLC in November 2021 to reimburse this project renovating the Averyl Tiner building at 1010 W. Main Street for facade restoration, streetscape renovation, and alley and utility improvements. These public improvements are estimated to be approximately \$1.3 million. The completed project will include 39 boutique hotel rooms and 2 restaurant spaces. *Project Lead: Alexandra Monjar*

**State Street Streetscape & Fiber-Optic Conduit:** This is a cost-share project with an ACHD Downtown Boise Implementation Program (DBIP) project to rehabilitate State Street between 2nd & 15th Streets. CCDC-funded improvements include installation of a fiber-optic conduit bank between 8th Street and 15th Street and streetscape improvements between 12th Street and 14th Street. Streetscape components include wider sidewalks, street trees, furnishing zones, and suspended pavement systems (Silva cells) for tree root growth and storm water retention. The project also anticipates green storm water infrastructure features in the form of bioretention planters at select intersections throughout the project area. CCDC anticipates a Type 4 participation agreement with the City of Boise for landscaping within the bioretention planters, which are located within the Westside URD. ACHD's design consultant has completed 95% design plans for the project with an expected construction start date of late spring 2022. *Project Lead: Zach Piepmeyer*

## Mobility

**North 8th Street - City/ACHD Traffic Configuration:** This project will improve the streetscapes and bike facilities on North 8th Street as well as provide new paving and extend the downtown fiber-optic network in accordance with City plans and public and partner agency input. This \$2.6 million project is substantially complete and the final walk through occurred on July 14. Project is complete. *Project Lead: Karl Woods*

**8th Street Improvements, State Street to Franklin Street:** This project will improve mobility and safety between the North End Neighborhood and Boise State University. The proposed 8th Street bike facilities will connect to a future east-west ACHD Franklin Street Bikeway and ACHD has initiated a companion project to extend 8th St. bike facility improvements north of Franklin St. to Union St. The CCDC project also contemplates the undergrounding of power and telecommunication lines as well as streetscape and



transit improvements along the frontage of several properties. CCDC selected Kittelson & Associates to perform consultant design services. The design team previewed three draft concept alternatives with the CCDC Board on Dec 13 and will preview these concepts with ACHD (Jan 5) and City of Boise (Jan 11). Public outreach on the draft alternatives anticipated in late January 2022. *Project Lead: Zach Piepmeyer*

## 30<sup>TH</sup> STREET DISTRICT



### Economic Development

**186 S. Whitewater Park Blvd - Corner Gem / North 27th and West Main Mixed Use:** Roundhouse has submitted a Type 3 application for a project at this 186 South Whitewater Park Boulevard that includes over 150 apartments and 15,000 sq. ft. of commercial and retail space. The developer would also build a North 28th Street extension connecting Main Street and Fairview Avenue through the property. The developer plans future phases that will potentially add apartments, transportation connectivity, structured parking and commercial spaces. The developer anticipates beginning roadwork in fall 2022. *Project Lead: Alexandra Monjar*

**901 N. 27th Street - 27th Street Crossing – PP Type1:** The Board approved a Type 1 Agreement in May 2021 for this mixed-use project located at the northeast corner of North 27th Street and Stewart Avenue. The project will include 65 apartments and 6,000 sq. ft. of ground-floor commercial space with public improvements including storm water facilities, sidewalks with trees and landscaping, and alley improvements. Completion expected late summer 2022 and foundation work is complete. *Project Lead: Alexandra Monjar*

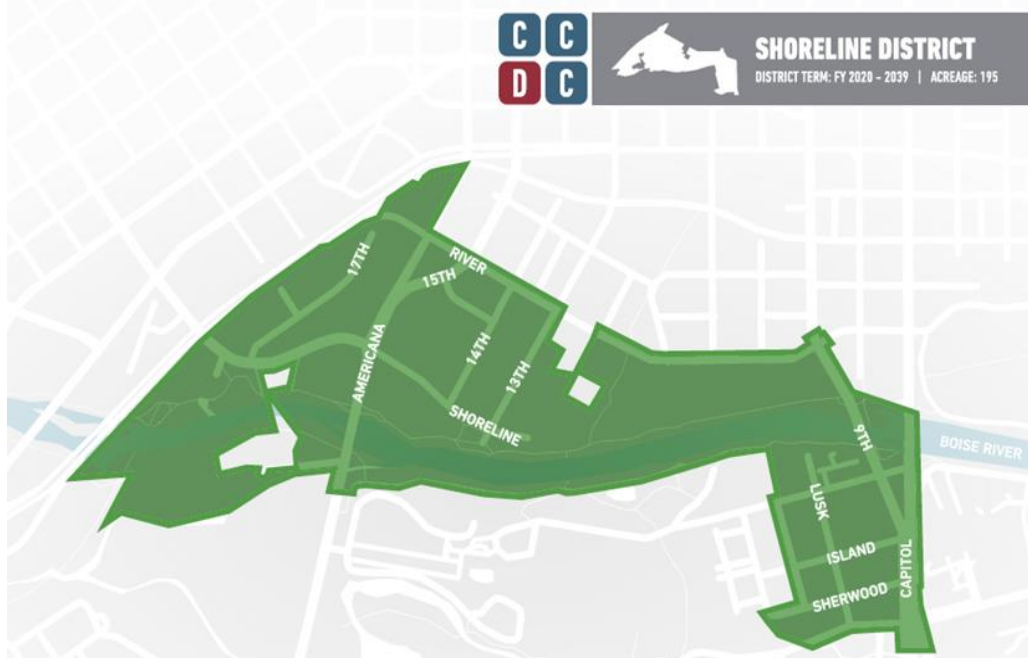
**2850 W. Fletcher Street - 27th and Fairview Apartments:** The Agency is in discussions with developer KAL Pacific & Associates for Type 2 assistance for its planned residential and commercial mixed-use project located at 27th Street and Fairview Avenue. The project contemplates two, seven-story, mixed-use apartment buildings with 358 total units and ground floor retail space and parking, and a four-story office building. The developer plans to extend Fletcher Street to Fairview Avenue, as proposed in the [ACHD Fairview and Main Local Streets Plan](#) and connect the Greenbelt to both streets. The project received Design Review approval in May 2021 and is currently working to obtain approval for street extension plans from ACHD. *Project Lead: Alexandra Monjar*

## Mobility

**Main and Fairview Transit Stations:** The City of Boise, Valley Regional Transit and CCDC are redesigning and constructing improvements at six bus stops along Main Street and Fairview Avenue between North 27th Street and North 16th Street. Wright Brothers started construction August 26 and anticipates being complete by spring 2022. *Project Lead: Amy Fimbel*

**2525 W. Fairview - St. Luke's Transit Station - PP Type 4:** The construction of St. Luke's project at 27th and Fairview Avenue overlaps with CCDC's Main and Fairview Transit Stations project. The Agency is finalizing its Type 4 Participation Agreement with St. Luke's Health System, which will subcontract for the construction of this platform, following the Board's designation in June 2021. Station construction will be complete by fall 2022. *Project Lead: Alexandra Monjar*

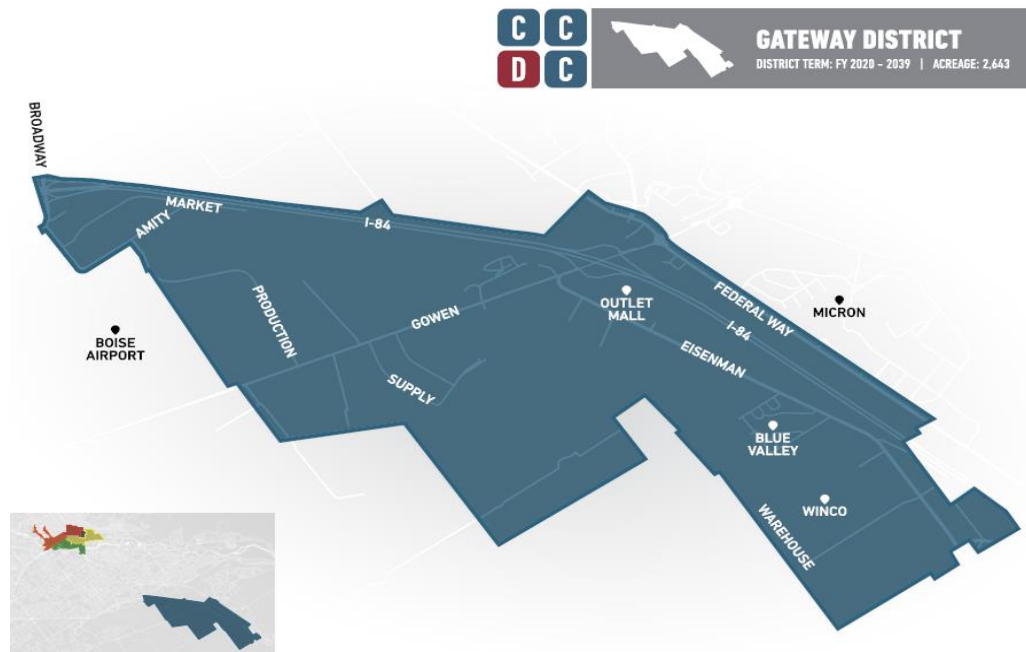
## SHORELINE



## Economic Development

**17th Street Reinvestment Study:** CCDC prepared a neighborhood level study for the western portion of the Shoreline URD generally bounded by the I-184 Connector, Americana Boulevard and the Boise River. The objective of this project was to identify opportunities for public investment by CCDC and partner agencies, which will spur private investment in the study area. The Project Team delivered the final report at the end of August 2021. *Project Lead: Zach Piepmeyer*

## GATEWAY EAST



### Economic Development

**9100 S. Eisenman Road – PP Type 2:** R.L.R. Investments, LLC has built a new regional hub with an estimated total cost of \$9.8 million, which includes three industrial structures totaling over 70,000 sq. ft. The CCDC Board approved the Type 2 agreement at its June 2020 meeting. The project included approximately \$385,000 in eligible expenses. Construction is complete, and the developers are pursuing a certificate of occupancy and preparing cost documentation. *Project Lead: Alexandra Monjar*

**2155 E. Freight Street - Boise Gateway 2 - PP Type 2:** Boise Gateway 2 will be a 287,000 sq. ft. retail sort station for online order fulfillment. This project is the second phase of the 140-acre Boise Gateway Industrial Park. Estimated total project value is \$53.9M with approximately \$580,000 in eligible expenses. The Board designated this project in February 2021 and approved the Agreement in August 2021. Construction is complete and the developer is preparing cost documentation. *Project Lead: Alexandra Monjar*

**10026 S. Eisenman Road – Mr. Gas 21 – PP Type 2:** Lynch Land Development has built Mr. Gas' first Boise location off the Eisenman exit of I-84. The project will include amenities for professional drivers and recreational users. Total estimated development costs are approximately \$12.9 million with just over \$1 million spent on public improvements to extend water and sewer main lines and install a sidewalk and streetlights. CCDC estimates it will be able to reimburse \$480,000 of these costs through the Type 2 agreement approved March 2021. The Agency is in discussion with the developer to begin their cost documentation. *Project Lead: Alexandra Monjar*

**1001 E. Gowen Road – AZEK – PP Type 2:** Decking manufacturer AZEK is investing over \$123 million to retrofit the old Shopko building, including \$1.4M in eligible expenses to expand power infrastructure and four streetlights to create its flagship location in the American West. The company anticipates creating 160 new permanent jobs with a median salary of \$80,000. The Board designated this project for Type 2 participation in August 2021 and construction began later that month with full operation expected in March 2022. The Agency is finalizing the agreement, which includes coordination with Idaho Power regarding their refund program for the power substation. *Project Lead: Alexandra Monjar*

## Mobility

**Gowen Road - ACHD Cost Share - PP Type 4:** This is a cost-share project with an ACHD bridge replacement project on Gowen Road at the railroad crossing. CCDC-funded improvements include installation of a fiber-optic conduit bank between Exchange Street and Eisenman Road, a wider sidewalk on the approaches to the bridge, and a longer bridge span, which will accommodate a future Rail-with-Trail pathway under the bridge. Construction of the improvements is underway and expected to be complete during winter/spring 2022. *Project Lead: Zach Piepmeyer*

**Eisenman Road Interim Improvements, Blue Sage Lane to Blue Valley Lane:** The southern end of Eisenman Road is currently a two-lane rural roadway with no pedestrian or bike facilities. While a future project is anticipated in the ACHD CIP between 2036 and 2040 to widen Eisenman and will likely include permanent bike/ped facilities, residents of the Blue Valley Estates Mobile Home Park desire a safe option for pedestrian travel along the Eisenman frontage of the Park now, particularly for school-age children trying to access the only available school bus stop at the intersection of Eisenman Road and Blue Valley Lane. CCDC is coordinating with the South Eisenman Neighborhood Association, Boise School District, Idaho Power, and City of Boise to identify potential interim pedestrian and overhead lighting improvements on the west side of Eisenman adjacent to the Park. CCDC has contracted with Civil Survey Consultants on an initial task order to analyze three different alternative opportunities to improve conditions: two alternatives seek to provide interim pedestrian facilities and the third will provide infrastructure, which would allow Boise School District to modify current school bus routing and better serve the Park. CCDC intends to select a preferred alternative in January 2022. *Project Lead: Zach Piepmeyer*

## Infrastructure

**Production Street and Gowen Road Utilities:** This project will install new fiber optic conduit banks and associated vaults along Production Street and Gowen Road for the City to enhance data connectivity within city limits. CCDC Board approved contract award to Track Utilities LLC at the September Board meeting. Track Utilities started construction November 2 and anticipates being complete by January 2022. *Project Lead: Amy Fimbel*

## AGENCY WIDE – ALL DISTRICTS

## Economic Development

**State Street Study Area:** The new State Street Urban Renewal District will promote compact, mixed-use, mixed income development along the corridor that is supportive of and supported by high quality transit, in accordance with established plans for the corridor. The new district was established with the publication of the ordinance on November 3, 2021, and will have a sunset date of December 31, 2041. *Project Lead: Matt Edmond*

## Parking & Mobility

**ParkBOI - Garage Stairwell Handrails:** The Agency hired Hummel Architects to develop plans to modify or replace non-code compliant handrails and guardrails in the stair towers and non-compliant cable guard rails on the parking decks at 9th & Main, 10th & Front, Capitol & Main, Capitol & Myrtle garages. Preparation of bid documents is in progress. Anticipated construction start date is early 2022. *Project Lead: Aaron Nelson*

**ParkBOI - 10th & Front Garage - Agency Owned Property:** The Agency hired John Rohrer Contracting Company (JRCC) to perform partial depth concrete repairs and column repairs, mainly on Level 2, to prevent further deterioration of the support beams and to extend the service life of the garage by 12-15 years. The total project cost was \$985,172. The project is now complete as of October 15, and the garage



has returned to normal operations. The project closeout paperwork is complete as of December 2021. *Project Lead: Aaron Nelson*

**ParkBOI - 10th & Front Garage - Stairwell Enclosure:** The Agency hired Hummel Architects to provide drawings and specifications to enclose the stairwells in order to prevent weather damage and water infiltration. The Agency accepted bids on December 16 and Guho Corporation awarded the project. Construction anticipated starting in early 2022. *Project Lead: Aaron Nelson*

**City GO:** Formerly known as the Downtown Mobility Collaborative, the downtown's Transportation Management Association is up and running. This partnership of Valley Regional Transit, City of Boise, ACHD Commuteride, Boise State University, St Luke's Hospital, Downtown Boise Association, and CCDC involves marketing its transportation products and services to the downtown community. The CCDC Board approved a renewed Memorandum of Understanding for City Go at its October 2020 meeting. In response to a request from VRT, the Agency has included a \$60,000 contribution to City Go in the proposed FY2022 budget for CCDC. An overview is located at [citygoboise.com](http://citygoboise.com). *Project Lead: Matt Edmond*

**ParkBOI - 9th & Main Garage, Capitol & Main Garage Waterproofing:** The Agency hired Hummel Architects to provide coordination drawings for bidding waterproofing patching at specific areas at the 9th & Main and Capitol & Main garages. Patching the waterproofing membrane every 3-5 years will help extend the life of the garage. Bids are due to the Agency on January 20, 2022 by 3 pm. Construction is expected in spring 2022. *Project Lead: Aaron Nelson*

**ParkBOI - 9th & Front Parking Garage:** The Agency hired Guho Corp. to perform repair work on the 9th & Front stair towers to remove damaged concrete and rehabilitate corroded rebar due to weather to extend the service life of the stair towers by 10-15 years. The stair towers have returned to normal use as of October 1. The final punch list items such as the installation of the rain gutters and caulking is complete as of November 15, and the project is now complete. The closeout paperwork is complete as of December 2021. The project cost was \$782,971. *Project Lead: Aaron Nelson*

**ParkBOI - Door Hardware & ADA Upgrades:** The Agency initiated this project to bring door hardware and accessible routes up to current International Building Code. Project is complete. *Project Lead: Karl Woods*

**ParkBOI - Parking Rate Adjustment:** Agency staff is recommending a parking rate adjustment in early 2022 to manage demand and generate the additional revenue necessary for continued operations, maintenance, and modernization of the ParkBOI system. This process will include an online survey and Board meeting to accept public comment. Agency staff proposes March 14 as the Board meeting to accept public comment and consider rate adjustments. *Project Lead: Matt Edmond*

### [Agency Communications Update](#)

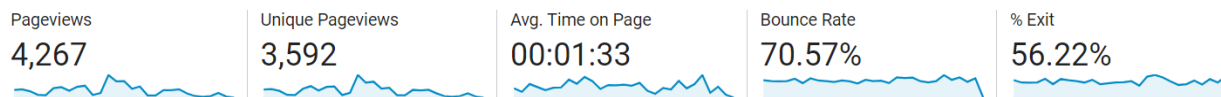
#### Agency Publications

[December 14 CCDC Milestone: Agency Selects Partner to Pursue Westside Vision](#)

#### All CCDC media coverage for the past 30 days

[CCDC Media Coverage – December 2021](#)

Google Analytics for: [www.ccdcboise.com](http://www.ccdcboise.com)

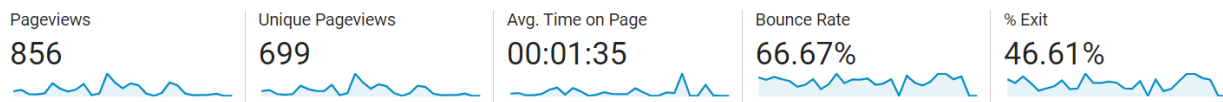




#### Top 5 Pages

Ranking	Page	Page views
1	<a href="http://www.ccdcboise.com">www.ccdcboise.com</a>	892
2	<a href="https://ccdcboise.com/the-agency/board-of-commissioners/">https://ccdcboise.com/the-agency/board-of-commissioners/</a>	574
3	<a href="https://ccdcboise.com/development/rfps/">https://ccdcboise.com/development/rfps/</a>	324
4	<a href="https://ccdcboise.com/development/rfps/request-for-proposals-block-68-catalytic-redevelopment/">https://ccdcboise.com/development/rfps/request-for-proposals-block-68-catalytic-redevelopment/</a>	122
5	<a href="https://ccdcboise.com/the-agency/agency-employees/">https://ccdcboise.com/the-agency/agency-employees/</a>	117

Google Analytics for: <https://map.ccdcboise.com/>



#### Top 5 Pages

Ranking	Page	Page views
1	<a href="https://map.ccdcboise.com/">https://map.ccdcboise.com/</a>	176
2	<a href="https://map.ccdcboise.com/listings/block-68-catalytic-redevelopment/">https://map.ccdcboise.com/listings/block-68-catalytic-redevelopment/</a>	151
3	<a href="https://map.ccdcboise.com/projects/">https://map.ccdcboise.com/projects/</a>	79
4	<a href="https://map.ccdcboise.com/listings/main-fairview-transit-station/">https://map.ccdcboise.com/listings/main-fairview-transit-station/</a>	60
5	<a href="https://map.ccdcboise.com/listing-tag/westside-district/">https://map.ccdcboise.com/listing-tag/westside-district/</a>	27

#### Social Media Activity

Social Media Channel	Followers	Followers Gained	Views/Impressions
<a href="#">Facebook</a>	775	2	454
<a href="#">Instagram</a>	1,096	7	377
<a href="#">LinkedIn</a>	537	12	1,700
<a href="#">Twitter</a>	354	3	2,472
<a href="#">YouTube</a>	20	1	33

#### CCDC Public Engagement

##### Upcoming Event

Fulton Street Virtual Open House  
 Thursday, February 10, 2022, 12-1pm  
[Hosted via Zoom](#)



### Condominium Associations

<b>Building Eight Condominiums Association</b> CCDC Contact: Aaron Nelson		
Member	Unit	Percent Interest
CCDC	Capitol & Myrtle Parking Garage (Unit 2)	35%
Raymond Management	Hampton Inn & Suites (Unit 1)	62.5%
Hendricks	Retail Units (Units 3 & 4)	2.5%
Condo Board Meetings		
Last Meeting	Next Meeting	Next Report Due
December 20, 2021	December 2022	December 31, 2022
<b>Issues/Comments:</b>	Hampton Inn has expressed interest in an EV charging station; Agency will work with the Building Eight Condo owners to explore options.	

<b>Front Street Condominium Association</b> CCDC Contact: Aaron Nelson		
Member	Unit	Percent Interest
CCDC	9 <sup>th</sup> & Front Parking Garage	25.76%
GBAD		2.00%
Aspen Condominiums	Aspen Lofts	52.17%
Hendricks	BoDo Retail Units	20.07%
Condo Board Meetings		
Last Meeting/Report	Next Meeting	Next Report Due
November, 17 2021	TBD	November 30, 2022
<b>Issues/Comments:</b>	New property manager for the Aspen lofts is BCPM	

<b>Bank Plaza Condominium Association</b> CCDC Contact: Matt Edmond		
Member	Unit	Percent Interest
LN City Center Plaza/ Clearwater Analytics	A, 1A, 1B, 1C, 1H, 1K, 1L, 2C, 3C, 5A, 6A, 7A, 8A, 9A	77.372%



CCDC	1F, 1G, 1J, 2B, 4B, 5B	6.861%
GBAD	4A	3.040%
Boise State University	1D, 1E, 2A, 3A, 3B	6.131%
Valley Regional Transit	B1, B2, B3	6.429%
Sawtooth Investment Mgmt	10A	0.167%
<b>Condo Board Meetings</b>		
<b>Last Meeting/Report</b>	<b>Next Meeting</b>	<b>Next Report Due</b>
July 23, 2021	TBD	August 2022
<b>Issues/Comments:</b>		

<b>Capitol Terrace Condominium Association</b> CCDC Contact: Aaron Nelson		
<b>Member</b>	<b>Unit</b>	<b>Percent Interest</b>
CCDC	Capitol & Main Parking Garage	50%
Hawkins Companies	Main + Marketplace	50%
<b>Condo Board Meetings</b>		
<b>Last Meeting/Report</b>	<b>Next Meeting</b>	<b>Next Report Due</b>
October 26, 2021	October, 2022	February 2022
<b>Issues/Comments:</b>	Meeting held October 26. Shayna Cox informed the Agency a new trash compactor in the trash room and a recycler for cardboard to be installed.	

<b>Downtown Parking Condominiums Association</b> CCDC Contact: Aaron Nelson		
<b>Member</b>	<b>Unit</b>	<b>Percent Interest</b>
CCDC	9 <sup>th</sup> & Main Parking Garage	93.51%
Les Bois Holdings, LLC	Commercial, Main Street side	2.03%
Eastman Building, LLC	Commercial, Idaho Street side	4.46%
<b>Condo Board Meetings</b>		
<b>Last Meeting/Report</b>	<b>Next Meeting</b>	<b>Next Report Due</b>
September 15, 2021	September 2022	September 30, 2022



<b>Issues/Comments:</b>	Annual meeting held on September 15, 2021. Les Bois Holdings and Eastman Building notified of upcoming Garage projects that will take place in Fiscal year 2022.
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<b>ACME Fast Freight Condominium Association</b> CCDC Contact: Matt Edmond		
<b>Member</b>	<b>Unit</b>	<b>Percent Interest</b>
CCDC	11th & Front Parking Garage, 30.1% (Units 402, 403, 501, 502)	28.485%
Ball Ventures Ahlquist	11th & Front Parking Garage, 69.9% (Units 104, 015, 201, 202, 301, 302, 401)	66.490%
Boise Metro Chamber	Boise Chamber Offices (Units 101, 102, 203)	5.025%
<b>Condo Board Meetings</b>		
<b>Last Meeting/Report</b>	<b>Next Meeting</b>	<b>Next Report Due</b>
September 9, 2020	TBD	September 30, 2021
<b>Issues/Comments:</b>		

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# **VI. ADJOURN**



**END**